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ENGINE

Main bearing strap 2 Bolt - 1275/998	£8.28/£8.28
ARP main bolt stud & nut sets - 1275/998/S	£92.69/£139.86/£139.86
ARP Big End bolt & nut sets - 1275/998/S	£139.10/£112.49/£141.83
Omega forged pistons - Prices from	£524.40
Omega die cast pistons (set of 4) - Prices from	£339.60
Duplex timing gear set - Standard/Vernier (Kent)	£26.87/£167.38
Offset camshaft keys - 1°/2°/3°/4°/5°/6°/7°/8°/9°	10.92 each
Cam lube/Timing disc	£7.13/£9.40
Competition, lightened cam follower (set of 8)	£27.42
Kent cams - Massive range stocked - Prices from	£230.42
Kent cam kits (includes springs & followers)	£323.27

Genuine Longman cylinder heads - THE BEST!
Big range in stock - Prices start from

Competition valves - Many types in stock: See website for full details
Inlet valves 12G940 head - 33mm/35.6mm/37.2mm £19.40/£15.46/£19.15
Exhaust valves 12G940 head - 29mm/31mm/32mm £16.93/£11.62/£18.49
Rimflow 12G940 inlet - 33.3mm/35.7mm/36.6mm £33.56/£33.78/£25.50
Rimflow 12G940 exhaust - 29mm/31mm/32mm £34.99/£25.32/£25.32
Bronze valve guides - Kent (set of 8) £27.98

Double valve springs: (set of 16)
Mild & Fast Road/Fast Road/Full Race £28.90/£71.36/£41.30
Competition valve caps - Steel/Titanium (Kent Autos) £3.00/£17.21

Titan - FULL roller rocker sets - TOP QUALITY!
1.31 Ratio - 998/1275 or 1.51 Ratio - 998/1.51 Ratio 1275 £467.288/£565.60

Ribbed alloy rocker cover
Silver/Red/Blue £30.60/£41.05/£41.05

Rocker cover cap - Chrome/Monza Style Alloy	£6.90/£168.64
Rocker cover fixings - Std type in chrome/Tbar/Button	£9.25/£6.96/£8.16
ARP Competition head stud & nut kit - 9 Stud/11 Stud	£191.42/£201.70
ARO Competition manifold stud & nut kit	£80.14
Competition head gasket - 1275	£12.78
Metro turbo high capacity oil pump	£36.48
KAD adjustable oil pressure relief valve	£26.80
Stainless dipstick - Silver/Red/Blue	£10.20 each
Oil cooler - 10 Row/13 Row/16 Row	£31.32/£42.62/£48.80
Braided hose pipe kits - All applications in stock - Prices from	£34.88
Engine steady top adjustable kits - ERA Type	£43.42
Engine steady top adjustable kits - Rose Jointed KAD	£63.83
Comp top (fits to thermostat) - 998/1275/1275 with sandwich plate	£25.54
Gearbox steady kit - Right Hand/Left Hand	£21.60/£19.85
Repair kit for broken top steady - Many types - Prices from	£18.00

COOLING

Super cool 2 row radiator - No Switch/With Switch	£154.36/£153.30
Alloy 2 row radiator - 1959-1989/1990-1996	£288.00/£270.59
Thermostat blanking sleeve	£9.40
Kenlowe electric fan kit	£150.00
Cooling hose kits - Many types in stock - Prices from	£16.74

AIR FILTERS AND FUELLING

K&N replacement element - HS2/HS4/SPi or MPI	£49.38/£46.32/£44.53
K&N round filter (centre hole) - HS2/HS4/HIF44	£74.58/£95.64/£107.53
K&N round filter (offset hole) - HS2/HS4	£107.53/£76.60
K&N oval 4.75" x 1.75" - HIF44/Weber 40/45	£85.67/£88.69
K&N oval 4.75" x 2.5" - Weber 40/45	£85.06
K&N oval 5.25" x 1.75" - Weber 40/45	£88.99
K&N oval 5.25" x 3.25" - Weber 40/45	£136.97
K&N cone filter - HS2/HS4/HIF44	£74.27/£93.62/£97.76
K&N 57i induction kit - SPi/MPI	£104.32/£129.52
K&N crankcase breather	£24.94
K&N filter cleaner - 880ml/Filter Oil 330ml	£11.76/£9.28
Pipercross cone filter - HS2/HS4/HS6/HIF44	£37.26 each
PX3000 SPi filter kit	£54.14
Pipercross ram pipe - 30mm or 45mm	£20.33 each
Foam trumpet sock (pair)	£23.76
Alloy inlet manifolds - Single Su - HS2 or HIF44	£33.06
Alloy inlet manifolds - Twin Su - HS2/HS4-6	£72.38/£66.82
Stainless heat shields - HS2/HS4	£13.09 each
Polished alloy dashpot cover - HS2/HS4/HIF44	£15.95 each

Low friction, longer throttle cable - HS Carbs	£9.71
Twin cable Weber DCOE linkage kit	£41.21
MPI alloy throttle body - Standard/Large Bore	£198.66/£229.15
Budget alloy filler cap - Aston/Monza	£14.83/£18.90
Retro 60s filler cap	£23.50
Cooper 'S' right hand fuel tank	£368.22
Right hand tank fitting kit	£67.58
Dummy right hand filler neck	£9.00
Facet fuel pump - Cube Solid State	£43.74
Facet fuel pumps - Silver Top - Fast Road/Competition	£87.66/£88.39
Facet fuel pump - Red Top - Works	£91.18
All unions, fitting kits, etc, stocked	
Filter King - Alloy/Glass	£54.42/£54.10
In-Line regulator	£27.72
In-Line glass Pro-Flow filter	£9.00

**MANIFLOW EXHAUST
MANIFOLDS & SYSTEMS**

Standard LCB - Carb/Injection	£81.48/£99.96
Stage 2 LCB - Carb/Injection	£105.00/£126.84
Big Bore LCB - Standard/Stage 2	£199.92/£417.48
3 into 1 race manifold - Standard/Big Bore	£220.92/£282.24
Freeflow 3 into 1 manifold	£81.48
Tubular downpipe - Carb/Injection	£64.68/£74.76
Turbo downpipe	£51.24
Link pipe (downpipe to catalytic converter)	£43.68

Manifold Exhaust Systems. We stock a massive range.

Below are a few examples:

1 3/4" Single box - Side Exit/Centre Exit	£81.48/£82.32
1 3/4" Twin box (92° onwards) - Side Exit/Centre Exit	£102.48/£103.32
1 7/8" Inj Cat back single box - Side Exit/Centre Box	£103.32/£103.32
1 7/8" Cat back single box Twin DTM	
Side Exit/Centre Box	£163.80/£162.96
1 7/8" Single box Side Exit/Centre Exit	£95.76/£96.60
2" Comp system twin box - Side Exit/Centre Box	£184.80/£172.20
Van & Estate side exit system - Single Box/Centre Box	£115.92/£141.96
Catalytic converter replacement pipe	£28.72
RC40 full systems - Single Box/Twin Box Side Exit	£51.24/£64.80

Fittings, mountings, gaskets, etc, in stock

Stage 1 kits. We stock over 25 different kits with many more available to suit your requirements. Here are just a few:

998cc Manifold system and K&N filter	£244.12
Van/Estate Manifold system and K&N filter	£276.04
1275cc Manifold system and K&N filter	£277.49
SPi/MPI Manifold system and K&N filter	£255.83

FLYWHEEL, CLUTCH & GEARBOX

KAD Alloy (pre-vento) flywheel (2.78Kg):	
Inertia Starter/Pre-engaged	£401.28/£404.88
KAD Alloy backplate (0.84Kg)	£239.50
KAD Flywheel - Bolt/Key Washer	£38.81/£19.40
KAD Ultimate flywheel puller	£103.50
Steel Ultra light (pre-vento) flywheel (3.80Kg):	
Inertia Starter/Pre-engaged	£157.91/£164.00
Steel lightened (pre-vento) flywheel (5.0Kg):	
Inertia Starter/Pre-engaged	£160.94/£156.40
Lightened steel back plate (1.45Kg)	£87.00
Lightened verto flywheel - Carb/SPi/MPI	£171.85/£251.83/£202.86
AP Comp clutch diaphragms - Orange/Grey/Double Grey	£40.20/£47.10/£87.85
AP Competition clutch plates:	
Fast Road/Fast Road Competition	£72.62/£103.57
Special tuning straight cut gear sets:	
3 Synchro Close Ratio/4 Synchro Remote	£382.40/£39.44
4 Synchro Rod Change - Pre A+ / A+	£526.27 each
Clubman rod change A+	£421.20

All Gears and Components are sold individually

Straight cut drop gears:

Primary gear - 24 Teeth/23 Teeth/22 Teeth	£132.67 each
Idler gear (30 Teeth) - Pre A+ / A+	£65.50/£63.62
Input gear - 24 Teeth/23 Teeth/25 Teeth	£54.10/£55.78/£65.89

Cross Pin Differential	£190.80
KAD Quick shift - Remote Change/Rod	£70.80/£128.40
KAD Internal gear shift kit	£279.19
Selector oil seal stop leak kit	£5.14

STEERING

Quick rack - RH Drive/LH Drive	£89.88/£87.30
KAD Steering rack limiters	£14.11
Column dropper bracket (not MPI)	£3.00
Motolita steering wheels - Quite simply THE BEST quality class steering wheel you can buy. We stock over 12 different types.	
Below are just a FEW examples:	
14" Wooden with alloy spokes - Flat/Dished	£222.77 each
14" Black leather with alloy spokes - Flat/Dished	£222.77 each
13" John Cooper signature (wood) - Flat/Dished	£246.00/£252.00
13" John Cooper signature (leather) Flat/Dished	£252.00/£264.60

Full range of Bosses and Centre Caps stocked.
Mountney Steering Wheels - See website for full range
13" Black with alloy spokes - Vinyl/Leather £39.78/£62.74
14" Wood with alloy spokes £78.23
M Range - Black vinyl with black spokes £38.80
M Range - Carbon fibre style/Wood veneer style £50.06 each
Boss kit - Traditional/M Range £16.63/£33.72

SUSPENSION & HANDLING

SPAX RSX Coil-over kit - Standard Height/Lowered	£598.80 each
SPAX Knob adjustable gas shocks - Standard/Lowered	£71.99 each
KONI Classic adjustable - Standard Height/Lowered	£70.98/£80.81
GAZ On-car adjustable - Standard Height/Lowered	£59.64 each
KYB Gas-A-Just shocks - Front/Rear	£33.94 each
Top shock brackets for lowered suspension (pair)	£32.20
Adjustable ride height units:	
Standard	£26.64 each
Competition	£30.13 each
Competition rubber suspension cone	£69.71 each
KAD adjustable rear camber/track brackets (pair)	£126.00
KAD anti roll bars - prices start from	£231.66
KAD alloy swivel hubs (pair)	£538.56
KAD on-car adjustable tie rods (pair)	£141.58
KAD alloy radius arm - 3/8" Stub Axle/1/2" (pair)	£538.56/£496.66
KAD alloy rear hub (pair)	£249.48
Competition bump stop kit - Front/Rear	£23.48/£23.48
Fixed negative camber bottom arms 1.5° (pair)	£53.76
On-car adjustable bottom arms (pair)	£76.44
Rose jointed bottom arms (pair)	£115.55
Adjustable heavy duty tie rods (pair)	£21.60
Rose jointed tie rods (pair)	£113.40
Adjustable rear camber/track brackets (pair)	£48.64
Solid front subframe mounts - Top/Front or Rear (set of 4)	£21.76/£20.42
Heavy duty suspension bushes - Bottom Arm/Tie Rod (set of 4)	£6.00/£7.80
Rear subframe - Large (set of 2)/Small (set of 4)	£7.66/£9.19

TYRES & WHEELS

Falken 145/80x10 SN807 - tyre for standard 10" wheel	£44.99 each
Falken 165/70x10 FK-07E - tyre for wider 10" wheel	£52.92 each
Falken 145/70x12 SN828 - tyre for standard 12" wheel	£49.57 each
Falken 165/60x12 ZE912 - tyre for wider 12" wheel	£60.40 each
Yokohama 165/70x10 A032-R - multi radius tread tyre	£78.62 each
Yokohama 165/70x10 A008 - asymmetric tread tyre	£70.52 each
Yokohama 165/60x12 A539 - asymmetric tread tyre	£77.04 each
Yokohama 165/55x12 A048-R - semi slick tread tyre	£113.87 each
Yokohama 175/50x13 A539 - asymmetric tread tyre	£95.04 each
Yokohama 175/50x13 A048-R - semi slick tread tyre	£118.72 each
Genuine Minilite Alloys: We stock a LARGE range, please enquire.	
Available in Silver or Gold. Here are just a few examples:	
4.5 x 10" - Drum brakes/Cooper 'S'	£95.47/£102.82 each
5 x 10" - Drum brakes/Cooper 'S'	£99.46/£123.16 each
6 x 10" - 'Works' spec	£82.54 each
5 x 12" - 'Works' spec	£82.54 each
5 x 13" - 'Works' spec	£97.02 each
6 x 13" - 'Works' spec	£110.88 each

This advert only represents 5% of our stock, please phone 01249 721421 for more parts and prices. All prices in the advert include VAT.

E&OE - Prices correct at time of going to press. Subject to change without notice.

Somerford Mini has **FULL** workshop facilities. We are experts at restoring Minis and turn out some of the **BEST IN THE COUNTRY**. We also offer other services from general repairs and servicing to up-rated engines and suspensions. In fact we cater for anything connected with a Mini. We offer expert advice and a dependable, professional service. **Why not visit our ever expanding shop and workshops?**



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RESTORATION

We have over 20 years of unrivalled knowledge and experience. With full workshop facilities and highly skilled staff, we can restore your Mini to the highest standards. We cater for all types and years of Minis and can make your dream come true!

REFURBISHMENT

Sadly every Mini succumbs to the dreaded rust. Our Refurbishment service could be the answer. Typically all 'skin' panels are replaced and the car receives an external respray. This will bring your Mini to it's former glory and give it at least another 15 years of life!

OTHER SERVICES

Our workshop is fully equipped and has an in-house stock of over 10,000 new parts, enabling our skilled mechanics to perform many vital services for your Mini. These include accident repair, mechanical repair, servicing, MOT tests, modification & tuning and re-shells.

Look at our comprehensive website
www.somerfordmini.co.uk

More than a website, **VISIT** the most useful resource tool in the business! **Over 12,500** parts fully illustrated and many new and rare parts are available to buy online.

Minator Alloys: These are TOP QUALITY Minilite copies

5 x 10"	£57.91 each
6 x 10"	£64.27 each
5 x 12"	£62.12 each
5 x 13"	£80.24 each
5.5 x 13"	£85.04 each

Genuine Revolution Alloys:

6 x 10" - Silver rim with black spoke	£59.77 each
5 x 12" - Silver rim with black spoke	£64.30 each
6 x 12" - Silver rim with black spoke	£69.52 each
6 x 13" - Silver rim with black spoke	£97.44 each
7 x 13" - Silver rim with black spoke	£92.03 each
7 x 13" - 4 spoke with split rim replica	£93.96 each

JBW Classic Alloy Replicas:

5 x 10" Dunlop D1 - Black with silver rim	£56.77 each
5 x 12" Dunlop D1 - Black with silver rim	£67.00 each
5.5 x 13" Dunlop D1 - Black with silver rim	£63.60 each
5 x 10" Mamba - Black with polished rim	£56.27 each
6 x 10" Mamba - Black with polished rim	£61.37 each
6 x 12" Mamba - Black with polished rim	£69.55 each
7 x 13" Mamba - Black with polished rim	£78.00 each
4.75 x 10" Rose Petal - Matt black with silver rim	£103.69 each
5 x 12" Rose Petal - Matt black with silver rim	£94.80 each

KAD Magnesium Racing Wheels:

6 x 10" - Choice of colour	£584.64 each
5 x 12" - Choice of colour	£504.00 each
Centre lock conversion kit	£417.18 each

Trilock locking wheel nuts - Available for most Mini alloys
Big range of chrome wheel nuts in stock, please enquire.

Wheel Spacer Kits:

5mm (3/16") Spacer shims (pair)	£10.86
10mm (3/8") pair Spacer kit - includes 8 x 55mm studs	£19.19
19mm (3/4") pair Spacer kit - includes 8 x 65mm studs	£23.32
25mm (1" pair) Spacer kit - includes 8 stud bolts	£25.21
32mm (1 1/4") pair Spacer kit - includes 8 x stud bolts	£22.85

Studs:

50mm overall with 27mm thread	£1.74
55mm overall with 18mm thread	£1.62
60mm overall with 30mm thread	£1.70
80mm overall with 30mm thread	£2.64
Alloy tyre valve caps (set of 4) - Silver/Red/Blue	£4.74 each

BRAKES



Cooper 'S' 7.5" Disc brake conversions with:	
Genuine AP calipers and disc shields	£595.37
Genuine AP calipers (without disc shields)	£595.37
Non genuine calipers (without disc shields)	£364.40
4 pot alloy calipers (without disc shields)	£635.75
Conversion kit 8.4" to 7.5"	£174.00
4 pot alloy calipers (pair)	£372.84

Drilled & grooved uprated discs:

8.4" Std/8.4" Vented (pair)	£61.08/£104.33
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We can supply the FULL range of World Famous KAD Brakes & Discs - Please enquire

EBC Brake pads:

7.5" - Blackstuff/Greenstuff	£14.14/£34.61
8.4" - Blackstuff/Greenstuff	£14.34/£26.34
8.4" Vented - Blackstuff/Greenstuff	£23.23/£37.69
7" Cooper - Greenstuff	£27.84

Mintex C-Tech M1144 Brake Pads:

7" Cooper/Cooper 'S'	£39.37/£51.11
8.4" Standard/Vented	£30.64/£63.10

Carbon Metallic Pads - Race use:

7.5" Cooper 'S' 8.4" Vented	£128.10/£115.50
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Minifin alloy brake drums - Premium/Budget

KAD Rear disc conversion kit	£683.11
Fly-Off handbrake kit	£17.56

KAD alloy handbrake kit £29.20

KAD adjustable pedal box £214.80

Master cylinders to suit (pair) £163.51

Goodridge Stainless Braided Hose Kits:

Brake lines (car set of 4 hoses)	£41.86
4 pot conversion kit - Front	£52.19

Front only (set of 2)/Rear only (set of 2)	£25.45/£24.74
Rear - Cylinder to radius arm (long)	£27.00
Servo 1988 onwards (set of 2)	£32.64
Clutch - Diaphragm/Verto	£12.70/£15.68
Clutch - Master to slave cylinder - RHD/LHD	£20.71/£36.72

ELECTRICS & IGNITION

Aldon distributors:

45D/59D A Series - With Vacuum (yellow)	£176.17
45D/59D A Series - No Vacuum (yellow)	£150.07
45D/59D A+ Series - With Vacuum (yellow)	£176.17
45D/59D A+ Series - No Vacuum (yellow)	£176.17
45D/59D Race - A Series/A+ Series	£150.07/£176.17
45D/59D Side entry conversion - Dizzy Cap/Rotor	£9.94/£2.34
Lucas sports coil - Ballasted/Non Ballasted	£26.10/£26.10
Stainless coil mounting bracket	£6.74

Aldon Ignitor electronic ignition kits:

25D - POSITIVE earth/NEGATIVE earth	£144.00/£144.00
45D - RED points/BLUE points	£132.30/£132.30
Lumenation electronic ignition kit - 25D/45D	£95.12/£95.12

Performance silicon HT leads, available in the following colours:

Black	£11.62
Blue, Clear, British Racing Green or Red	£12.25

LIGHTING

WIPAC Quadoptic halogen headlamp kit - RHD/LHD	£47.59/£57.07
WIPAC Freeform 'Range Rover' kit (less bulbs)	£44.70
Rover MPI specification kit	£58.80
Lucas RSP Cooper headlamp	£35.56 each
Stainless headlamp stoneguards (pair)	£14.35 pair
Stainless headlamp pegs (pair)	£15.26 pair
Chrome rear number plate lamp	£15.32
Clear rear lens conversion kit (including bulbs)	£31.20
Clear indicator lens kits (inc. bulbs):	
Pre '88/'88-'96 or Side	£7.66/£8.68
Works Lucas style boot mounted reversing lamp	£101.81

Driving Lamps and Covers:

Genuine Rover lamps - Driving/Fog	£84.34/£84.34
WIPAC chrome lamps - Driving/Fog (pair)	£26.68/£28.40
WIPAC 6.7" Black driving lights (pair)	£21.14
Ring Road Runner - Black Fit Spotlight Grilles (pair)	£33.17
Genuine Rover branded 'Mini' lamp covers	£30.64
Genuine Rover branded 'Cooper' lamp covers	£31.87
Spot lamp mounting brackets - Genuine Rover/Stainless	£10.56/£7.20

WINDSCREENS & WIPERS

Front screen - Green Top Tint	£46.80
Front screen, laminated and heated - Clear	£161.82
Front screen, laminated and heated - Green Tint	£163.40
Works type Monte Carlo with buzz bars	£233.16
Wiring kit for heated screens	£28.64

Tex 'British-made' stainless wiper arms

& blades:	
Wiper arm (RH park) - Standard	£8.70
Wiper arm (LH park) - Standard	£8.70
Wiper arm (RH park) - Heavy Duty	£11.64
Wiper arm (LH park) - Heavy Duty	£11.64
Wiper blade - Standard/Heavy Duty	7.92/£8.39

Chrome wheel boot bezel kit

6 Sided Nut/8 Sided Nut	£5.94/£6.90
Stainless wiper blanks (pair)	£5.62

Chrome washer jets (pair)

Single/Twin	£6.13/£6.48
Stainless wiper motor strap comes with rubber insert	£8.29

LUXURY ITEMS

Central locking kit	£101.80
Interface for Rover alarm system	£31.92
Electric window kit	£220.25

SMITHS CLASSIC INSTRUMENTS

We are distributors for these gauges and stock the ENTIRE classic Mini range. See website for more information. These are a FEW examples:

Original Cooper 'S' 130 MPH speedo	£221.02/£224.46
Original Cooper 'S' 200 KPH speedo	£221.02/£224.46
80mm diameter 0 - 8000 RPM tachometer	£144.23/£149.68
80mm diameter 0 - 10,000 RPM tachometer	£144.23/£149.68
52mm diameter dual oil and water gauge	£113.30/£114.50
52mm diameter oil pressure 'V' bezel	£67.93/£68.06
52mm diameter water temp 'V' bezel	£40.45/£43.86
52mm diameter volt meter	£40.45/£43.66
52mm diameter ammeter	£40.45/£43.66
52mm diameter oil temperature	£40.45/£43.86
52mm diameter fuel gauge	£40.45/£43.66
52mm diameter ammeter clock	£77.40/£80.82

Binnacles, Housing and Fittings:

Original centre binnacle for speedo and 2 aux gauges	£37.82
Chrome Beading to suit/Securing Clips	£17.83/£1.85
Conversion wiring harness (offset to centre clocks)	£40.61
80mm diameter rev counter pod - Black/Chrome	£17.58/£24.23

Under dash mounting plinths:

1 x 52mm gauge/2 x 52mm gauge	£9.58/£11.18
1 x 80mm gauge/1 x 80mm and 1 x 52mm gauge	£13.97/£13.97
Oil pressure pipe - Nylon/Stainless	£7.67/£24.18
T Piece/Adapter Union	£7.48/£4.60
Oil temperature take off kit	£25.20

Coloured dial face conversion kits ('88 onwards only)

2 or 3 clock 'offset' displays available in magnolia, white, silver, red, blue, green and yellow	£31.20
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BODY CHROME, BRIGHTWORK & FITTINGS

MK I 'Moustache' Grilles:

MK I Austin 'Wavy'	£86.05
MK I Austin Cooper - Internal Release/External Release	£89.04/£88.20
MK I Morris Cooper - Internal Release/External Release	£74.83/£84.18
'Moustache' - Surround/Whisker	£92.70/£10.44

MK II Onwards Grilles (1969 - 2000):

Cooper (8 slot) - External Release/Internal	£70.28/£55.94
Cooper spotlight grille - External or Internal	£102.90/£98.70
Mayfair, etc (10 slot) chrome grille - External/Internal	£69.40/£60.90
City, etc (10 slot) black grille - External release only	£56.70

Retro 'Wavy' chrome grille - External/Internal

3 piece grille surround kit	£81.90 each
3 piece grille surround kit	£38.96
Internal bonnet release kit	£23.65

Quick release grille buttons

Chrome/Black/Alloy	£8.56/£19.34/£19.34
--------------------	---------------------

Exterior Fittings:

Chrome gutter trim	£11.70
Stainless seam cappings	£11.53
Stainless bumper - Genuine/Non Genuine	£60.04/£58.06
Chrome handle set 3-piece (1969 onwards)	£83.52
Stainless door scoop scratch plates	£4.74
Deadlock security locks - External Hinge/Internal Hinge	£77.11/£66.89
Stainless door step plates (self adhesive)	£26.40
Chrome boot hinges (Non-Genuine)	£13.14

Door Mirrors:

Stainless Tex, plinth mounted	£22.85 each
Optional chrome plinth	£9.61 each
TOP QUALITY Tex bullet mirror, plinth mounted	£34.44 each
TOP QUALITY Domed 'Grand Prix' style	£25.48 each
Chromed plastic rectangular mirror	£28.30 each

Other Mirrors:

Clip-on overtaking mirror/Chrome rear view mirror £36.54/£26.98 each
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



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BODY FITTINGS & ACCESSORIES

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	Mini/Cooper/Cooper Winged	£31.04/£31.13/£34.81
	Wind deflectors- clip to doors (pair)	£56.40
	Webasto electric folding sunroof	£1122.00
	Front under-wing liners - helps stop rust (pair)	£88.74
	Standard black plastic wheel arch kit	£27.38
	Sports pack arch kit - Genuine/Non-Genuine	£450.82/£50.46
	Works 2 Works arch kit - SUPERB QUALITY	£87.01
	W&P style fibreglass arch set - BEST AVAILABLE	£97.02
Sump Guards:		
	Innocent 'Fire Grate' type (road use)	£34.80
	Budget lightweight alloy (road use)	£64.61
	Square front alloy - Fast Road/Light Competition	£108.36
	Round front alloy (off road use)	£113.40
	Extension piece for round & square front	£58.73
	Works Quick lift jack brackets (pair)	£26.10
Badges & Decals: Massive range of original and accessory badges in stock. See website for FULL range		
	Speedwell plate - Black/Silver or Yellow/Black	£8.10/£8.10
	Speedwell cast bonnet badge	£16.08
	Broadspeed plate	£7.30
	Downton cast badge	£10.21
	'Mini Special' boot badge	£21.60
	Crossed flags cast badge	£12.60
	Union Jack cast badge	£6.64
	GB - Bolt-on/Stick-on	£18.00/£20.26
	'Special Tuning' rocker cover decal sticker	£3.78
	'Special Tuning' shield decal sticker	£4.32
	'BMC' rosette decal - External/Internal	£5.06/£5.04
	'Special Tuning' decal rosette external	£5.08
	'Speedwell' decal - Int or Ext 50mm/Int or Ext 75mm	£2.16/£3.05
	'Alexander Converted' decal	£7.09
	Union Jack - Stick-on decal	£3.28
	Roof kits - Union Flag/Chequers	£41.76/£47.83

INTERIOR STYLING

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	Walnut 1 Piece with Centre clock	£148.27
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	Walnut 3 Clock - RHD/LHD	£148.22/£148.22
	Walnut 3 Clock with 3 extra gauges - RHD/LHD	£148.27
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	Real carbon fibre 2 Clock - RHD/LHD	£196.12/£198.14
	Real carbon fibre 3 Clock - RHD/LHD	£196.12/£191.44
	Real carbon fibre 3 Clock with 3 extra gauges - RHD/LHD	£196.14/£203.02
	Aluminium with centre clocks - 1 Piece/3 Piece	£148.22/£148.27
	Aluminium with 2 clocks - RHD/LHD	£143.22/£148.22
	Aluminium with 3 clocks - RHD/LHD	£143.26/£148.02
	Aluminium 3 Clock with 3 extra gauges	£148.22/£143.26
	RHD/LHD	£148.22/£143.26
	Charcoal with centre clocks - 1 Piece/3 Piece	£129.42/£138.31
	Charcoal with 2 clocks - RHD/LHD	£143.26/£143.27
	Charcoal with 3 clocks - RHD/LHD	£143.27/£143.26
	Charcoal 3 Clock with 3 extra gauges - RHD/LHD	£143.26/£148.22
Capping Sets:		
	Front & Rear (set of 4) - Walnut or Charcoal	£148.27/£146.82
	Real carbon fibre	£132.00
Handles:		
	Window winders (pair)	
	Walnut/Carbon/Charcoal	£55.38/£70.31/£52.91
	Door release (pair) - Walnut/Carbon/Charcoal	£53.51/£64.00/£53.51
	Door pull (pair) - Walnut/Carbon/Charcoal	£53.51/£74.11/£52.91
Chrome Handles:		
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	Door release with bezels (pair)	£39.00
	Door pull (pair) will not fit original holes	£35.84
	Alloy latch plates (pair)	£7.06
	Alloy handle set - 10 Piece	£43.50
Gear Knobs:		
	Wood or leather with choice of emblem	£9.79 each
	Emblem - Mini/Cooper/Union Jack/Crossed Flags, etc	£1.02 each
	Alloy 'Ball' style	£10.62
	Alloy MK I style	£8.34
	Cooper sport 500 style	£9.65
	Walnut (Rover option)	£20.22
	Charcoal finish	£19.51
	Real carbon fibre	£30.52
Handbrake Grips:		
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	Carbon/Walnut/Charcoal	£30.42/£19.28/£20.26
Other:		
	Chrome face vent bezels (pair)	£7.06
	Chrome de-mist vent - MK I, MK II, etc.	£12.25 each
	Paddy Hopkirk pedal extension	£8.12
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SEATS, HARNESSES & SEAT BELTS

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	Cobra Clubman - Coloured Fabric	£241.64 each
	Cobra Classic - Black Vinyl	£160.64 each
	Cobra Classic - Dual Colour	£253.24 each
Cobra Monaco Pro		
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	Cobra Sunframe - Non Locking/Locking	£49.20/£61.96 each
	Corbeau New Clubman - Black or Coloured Fabric	£186.80 each
	Corbeau Targa recliner - Black Vinyl or Dual Colour	£284.18 each
	Corbeau Forza sport - Black or Coloured Fabric	£194.40 each
	Corbeau GTB recliner - Black Fabric	£383.63 each
	Corbeau GTB recliner - Black Leather	£755.88 each
	Corbeau GTS recliner - Black Fabric	£417.65 each
	Corbeau GTS recliner - Black Leather	£757.09 each
Securon Seat Belts:		
	Inertia front - Black/Red, Blue, Grey or Beige	£40.16/£54.08 each
	Static front - Black only	£27.80 each
	Rear lap - Black only	£18.52 each
	Rear lap & diagonal - Black only	£22.36 each
	Rear Inertia - Black only	£39.50 each
Securon Harnesses:		
	FIA approved 4 point Aero buckle	
	Black, Red or Blue	£116.57 each
	3 point bolt-in buckle - Black, Red or Blue	£38.89 each
	4 point bolt-in buckle - Black, Red or Blue	£40.13 each
	Eye bolt & plate (set)	£8.35 each
Safety Devices Roll Cages:		
	FIA approved front cage	£218.33
	FIA approved rear, fixed diagonal - RHD/LHD	£297.32
	FIA approved rear, removable diagonal - RHD/LHD	£361.16/£375.60
	Road rear - No Diagonal	£249.48
	FIA approved door bar	£63.18
Carpet Sets (all RHD) - Please enquire for LHD:		
	Standard 9 piece saloon set	
	Black/Charcoal	£49.78 each
	Standard 8 piece vans & pick ups set - Black	£37.36
Deluxe 9 piece set - Deep pile & bound edges:		
	Available in Black, Red, Grey, Beige, Brown, Light Blue, Navy and Green	£106.19 each
	Deluxe estate set - Available in above colours	£156.60 each
	Carpet fastener set	£7.14
	TOP QUALITY 4 piece overmat set - Black, Red, Charcoal	£48.98 each
Sound Insulation:		
	Self adhesive bitumen pads - 500x500mm/500x200mm	£6.58/£2.64
	Under bonnet kit - Mini/Clubman	£21.44/£25.52
	Engine bulkhead - 1959-1969/1969 onwards	£16.02 each
	Carpet underlay - Pre cut	£37.34
	Insulating felt - Per square metre	£13.13
Boot Accessories:		
	Boot lid liner (as per Cooper 'S')	£15.76
	Genuine Rover load liner plastic tray	£41.40

TOOLS AND MISCELLANEOUS

	Cylinder honing tool	£43.46
	Compressors - Piston ring/Valve spring	£16.50/£21.77
	Compression tester	£64.63
	Oil filter remover	£20.47
	Flywheel puller - Diaphragm & Verto	£60.90
	Flywheel puller - KAD Version	£130.50
	Long ball joint socket	£19.76
	Ball joint splitter - Scissor Type	£23.40
	Cone compressor - Metric & UNF	£60.90
	Rear hub puller	£11.38
	One man brake bleeder	£10.22
	Brake adjuster spanner - 5/16" square	£5.94
	Clutch oil seal tool	£32.76
	Flywheel locking tool	£18.60
	Imperial feeler gauge set	£4.20
	Hydrostatic pump - with vacuum	£743.62
	1st motion bearing puller	£112.80
	1 5/16" socket - Steering Wheel / Subframe Tower Bolt, etc	£9.70
	Windscreen filler strip tool	£23.93
	12 piece screwdriver set	£13.56
	39 piece socket set 1/4" drive	£10.96
	42 piece socket set 1/2" drive	£66.00
	22 piece combination spanner set	£26.88
	3 piece set - Locking Grip / Aviation Snip	£9.86/£8.87
	3 piece plier set	£7.56
	Hand rivetter	£5.09
Consumables:		
	Blue Hylomar - 100g Tube	£8.93
	Red Hylolite 50gms	£5.88
	Windscreen sealant - 300ml Cartridge	£8.70
	Car body seam sealer - 300ml Cartridge/kg Brush-on	£9.54/£23.18
	Weld-through zinc sealant - 400ml Aerosol	£20.10

Dinitrol Rust-Proofing:

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	3125 Corromax cavity Wax	£20.69
	4941 Underbody Wax (1L)	£15.80
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Paints and Sprays: Brush-on / Aerosol		
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	Silver spray can (Engine, wheels, etc) 400ml aerosol	£12.24
	Black crackle finish (ideal for heater, wiper motor, etc)	£10.50
Oils and Fluids:		
	NEW Evans Classic Cool 180° Coolant (5L)	£63.95
	NEW Evans Classic Cool 180° Coolant (2L)	£29.95
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	NEW Evans Prep Fluid (2L)	£16.31
	NEW Evans Power Cool 180° Coolant (5L)	£64.96
	NEW Evans Power Cool 180° Coolant (2L)	£29.95
	Kent Cam lube (250ml)	£7.13
	DOT 4 brake & clutch fluid (500ml)	£6.70
	Silicon brake & clutch fluid (1L)	£40.70
	Unipart engine oil (5L) - Multigrade 20W/50/Synthetic 5W/40	£28.80/£23.60
	Hydrostatic fluid (5L)	£23.70
Car Covers: Tailor Made, Door Mirror Pockets, Elastic Hem & Carry Bag		
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	Saloon - Indoor (Showerproof)	£55.24
	Saloon - Dust	£43.16
	Estate & Van - Waterproof/Indoor (Showerproof)	£99.98/£66.38
Badges, Key Fobs, Books, CDs, etc:		
	Leather key fobs (Various Motifs)	£3.62 each
	Lapel badges (Various Colours)	£3.12 each
	Fridge magnets	£3.05 each
	Heritage technical CD Roms	£18.32 each
Factory drivers handbooks		
	Cooper & 'S'/MKI/MKII/MKIII	£16.16 each
	Haynes manuals - '59-'69/'69-'01	£28.27/£19.00
	Haynes manuals - Restoration	£19.00
	Tuning the A Series Engine by David Vizard	£21.95
	Original Mini Cooper & 'S' by John Parnell	£40.80



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WELCOME



Our cover star,
Stuart Swales' super
clean Zeemax.

By the time you read this, the British Mini Fair at Bingley Hall will have already happened. Yes, the 2020 show season is already under way, and despite last year being the big 60th Anniversary, all signs already point to it being another bumper year.

As we all know, Mini people are without a doubt the friendliest bunch of classic car owners you're likely to meet. The Mini is the car that the general public are most likely to recognise, to have fond memories of and in most cases, would most like to own again. Take your Mini for a drive and guaranteed there will be at least one person who wants to chat and share their memories.

Add in the fact that thanks to brilliant backup from Mini specialists and manufacturers, they're also relatively easy to own, maintain and restore, you can see why the scene is still attracting newcomers. The Mini remains ever young, and so do Mini owners - even if some of us can now only claim to be young at heart...

This goes some way to explain why Mini shows continue to hold their appeal. True, they're a great place to catch up with old friends. But the same reasons that attract us old hands - the chance to see freshly completed Mini builds, to pick



up spares or even the odd autojumble bargain, or even get some advice from club members or traders - are also the exact same reasons that someone considering their first Mini purchase might come along. And just like us, they'll no doubt be hooked as soon as they walk into the show.

I'll look forward to seeing many of you this year at events around the country. I'll look forward to hearing about your Minis, your projects and the adventures you've had behind the wheel. And if you can't wait, make sure to drop us a line here at the magazine and tell us your news! Until next time,

Gerard Hughes
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7.5" 4 Pot alloy calipers	£269
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8.4" 4 Pot alloy calipers	£297
8.4" Paddy Hopkirk alloy caliper	£386
8.4" Brake discs (Mini '84 on)	Pair £41
8.4" 4 Pot alloy caliper brake kit	£339
8.4" Cooper performance brake kit	£483
8.4" Brake disc assembly	£365
8.4" Paddy Hopkirk brake disc assembly	£929



8.4" Vented Alloy Calipers, Brakes & Kits

8.4" 4 Pot alloy calipers	£297
8.4" Brake discs - grooved	Pair £79
8.4" 4 Pot alloy caliper brake kit	£382
8.4" Vented Paddy Hopkirk performance brake kit	£548
8.4" Brake disc assembly - grooved disc	£313
8.4" Paddy Hopkirk brake disc assembly	£970

Pads & Shoes

Mintex Road 7.5" COOPER S	£19
EBC Green stuff pads 7.5" COOPER S	£36
Mintex M1144 pads 7.5" COOPER S	£46
Mintex road 8.4" discs	£10
EBC Green stuff 8.4" discs	£30
Mintex M1144 8.4" discs	£36
Mintex road 4 Pot calipers	£14
EBC Green pads 4 pot calipers	£43
Mintex M1144 4 pot calipers	£61
Mintex rear shoes	£13
Mintex front shoes	£13

Std. Disc Brake Assemblies



NOW FROM £622

7.5" Cooper S disc brake assembly	£662
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12" to 10" Conversion Kit



NOW ONLY £177

12" to 10" Brake Conversion Kit £177

Drum Brakes

Rear Brake Assemblies Sold as pairs, assembled & ready to fit.



NOW FROM £100

Standard assembly front	Pair £100
Standard assembly rear	Pair £115
Mintex assembly rear	Pair £121

Brake Drums



NOW FROM £12

Standard - front or rear - pre '84	Each £12
Spacer type - rear only - '84on	Each £18

Sure Stop Kits



Kit Includes: Pair performance discs, set fast road EBC brake pads. Direct replacement.

Cooper S '10' wheels - x-drilled discs	£103
Mini '84 on, 12" wheels - x-drilled & grooved discs	£68

Brake Discs



Standard spec Cooper S '10' wheels	Each £24
Mini 8.4" '84 on	Each £13
8.4" vented	Each £17
Cooper 997/998	Each £51

Performance discs

Cooper S '10' wheels - X/drilled	Pair £70
Mini '84 on, X/drilled & grooved	Pair £41
8.4" vented - grooved	Pair £79
7.5" vented - grooved	Pair £79

Mini Sport Alloy Superfins



25% extra fins for better cooling! Lightweight Alloy brake drum with 3/4" built in spacer. Alloy superfins Superfins with rear brake assemblies

Pair £110 From £223

Brake Parts



Master Cylinders	
Master cylinder S/GT plastic reservoir	£46
Master cylinder S/GT tin reservoir	£77
Master cylinder yellow tag '85on	£73
Master cylinder green tag '89on servo	£84
Calipers (RH/LH)	
Cooper S '0-E specification	Each £70
'84 on (12" wheels)	Each £83
Handbrake Quadrants	
Standard type	Each £15
Alloy red, blue, black, gold, orange	Pair £29

Aeroquip Hoses



NOW FROM £11

Brake hose kit	Set of 4
Metro 4 pot caliper conversion	
Coloured hose kits - red, black or blue	Pair
Front brake hose	Pair
Rear brake hose	Pair
Clutch hose	
Clutch hose verte type	

Remote Servo Kit

Fits Mk3 single line non servo brake systems, to improve braking power & efficiency.



NOW FROM £196

Steering



Front & Rear Hubs



NOW FROM £34

Disc type - RH or LH	Each £51
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Outer CV joint - drum type	£34
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Inner pot joint	£35
Pot joint boot kit	£4

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Steel pot joint type	Pair £155
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Standard or Lowered



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Standard or Lowered



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SET OF 4 NOW ONLY £114



SET OF 4 NOW ONLY £64



SET OF 4 NOW ONLY £114



SET OF 4 NOW ONLY £114

Alloy disc type front hub kit	£510
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7.5" S/GT - alloy lightweight	Each £75
8.4" Disc type - alloy lightweight	Each £75

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Unique design enables quick and easy firm and suspension height adjustment.	
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KIT NOW £111

Kit: - 1.5" negative camber bottom arms, Group A adjustable tie rods and rear brackets

With BUSHES £117

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Negative camber & tracking rear brackets. Allows alignment of rear wheels.

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1.5" negative arms	Pair £37
2.0" negative arms	Pair £54
Adjustable, heavy duty	Pair £64
Adjustable rose jointed	Pair £78
Adjustable rose jointed, heavy duty	Pair £114
Standard bottom arm bush	Each £124
Up rated bush set, nylon	£14
Bottom arm shaft	Each £13
Standard bottom arms	Each £39

Adjustable Tie Rods




Adjustable heavy duty	Pair £32
Group 'A' adjustable	Pair £56
Group 'A' rose jointed	Pair £140
Standard tie rod	Each £14
Tie rod bush, standard	£60p
Tie rod bush set, up rated	£3

TEENAGE KICKS

Words Holly Daffurn Photography Gerard Hughes

When a teenage Stuart Swales dreamt of owning a Zeemax Mini, he had no idea how much work his ultimate project would entail.

Stuart and wife, Jo, have been friends since they were in their teens, back when Stuart still had his first car, a 1985 one litre Mini City. "I'd feel like the fastest man in the world in that car, then you look down and you're only doing 40." Stuart recalls laughing. "I put a big sub woofer in the boot, we parked up in the embankment one night and the back window burst – it shattered to nothing! I couldn't believe it." Jo loved Stuart's Mini so much that she also wanted one for her first car but it didn't happen as her Mum thought it would be too unsafe. Fast forward fifteen years and they enjoy their Zeemax Mini together, and are regulars at Mini shows with their 11 year old son, Lucas. When we met them at Mini In The Park, it was a proper family affair with Stuart's Mum and Dad joining in the fun. Stuart's Dad has been instrumental to the build and Stuart admits that he would have given up on the project without his optimism and persistence.

"When we went to see it, I couldn't believe my luck. It looked brilliant. I got it delivered and thought, with a little light work it'll be on the road. Sadly, that wasn't the case at all, I think every single bit on it has been repaired... apart from the roof!" 





THE BUILD

Stuart's desire for a bodykitted Mini led him to this ERA-kitted Mini. At first sight, he thought it would take a weekend's work to put it right, but as the pictures below show, first impressions can be very deceptive...



"It was jacked up and was the shape of a banana"

Stuart had wanted a Zeemax Mini since he was in his teens and when he came into some money, he finally had the chance to get his hands on one of his very own. He scoured the web before finding this one up for sale in Ipswich. It came from an electrician who had taken it in payment for a job and then let it sit on the drive for five years. It had an ERA style body kit on it at the time, and Stuart was convinced that it was the perfect car for him. Unfortunately, what they thought would be a quick weekend welding job, quickly turned into nineteen solid months of cutting and welding.

"I left it at my parents' house and my Dad decided he'd go over it just to check that it was safe. He rang me up at work and said I needed to come over. It was jacked up and was the shape of a banana. It had no inner or outer sills either side. They had just welded some metal plates to the floor and tucked them under the skirts of the original body kit. It literally had no structure to it! Dad said, 'it's only metal - nothing that can't be fixed!' He's 70 years old and an absolute legend! He did so much of the work on his own. Without him, I'd have probably binned it but I'm so glad I didn't."



Certainly not for the shy and retiring, the Toyota Yellow is glow-in-the-dark bright.



Zeemax kit makes way for DTM exhaust...

Stuart spent hours on end scouring the internet to find the perfect car. "His heart sunk when he realised how much work it needed." Jo recalls. "He had a really good look around it but you can only see so much. His Dad is an engineer so is very handy with a welder."

COLOUR CORRECT

With Stuart's dad's help the car is now as solid as the best of them. Stuart had always pictured his dream Mini in Tartan Red, but as this one was lemon yellow when he bought it he thought he should keep it yellow as a little homage to its past. Stuart opted for a much more vibrant shade (GT86 Toyota yellow – tweaked to take the edge off it). "I wanted something that jumps out and you don't see that many yellow ones."

Jo loves how much attention it gets too. "Even coming here for the photoshoot, people were staring at it. The traffic lights change and no one moves away as they are far too busy looking at the Mini. I think the appeal is because it's not a traditional classic Mini or a done up full fat modified Mini, it's somewhere in between. It's different!"



Turbo OS4s really add to the look.

"There are a lot of Zeemax Minis about but it's little things like the filled arches that make it stand out... and the colour!" Stuart adds. "My vision never had those wheels on, it had the Ultralites on which the car had when I bought it. But everyone has them, and I wanted to be different. I saw those and managed to track them down, it was always going to be a Zeemax Mini with 13x7s and a DTM exhaust. Everyone warned me against the DTM exhaust as they are so loud, and it is totally deafening! It's pointless having a radio – all you can hear is that exhaust! I've had a few purists turn their noses up at it and people have picked up on bits, but I love it. I use it as much as I can... I'm just terrified of leaving it anywhere - I have to be really careful that I always park it in view."

Stuart was fortunate enough to find a fully rebuilt engine in Wales and he fitted



Family affair - Jo, Lucas and Stuart.

it with help from his mate, "Tich from his club, Little 'n' Loud Minis. "He's been brilliant! He's helped me with lots of the mechanical side. I also took it to Bedford Autopanel and it was there for about 5 months. I'd go every night after work and work until about 11pm at night."

"The first time that I saw it fresh

THE BUILD CONTINUED...

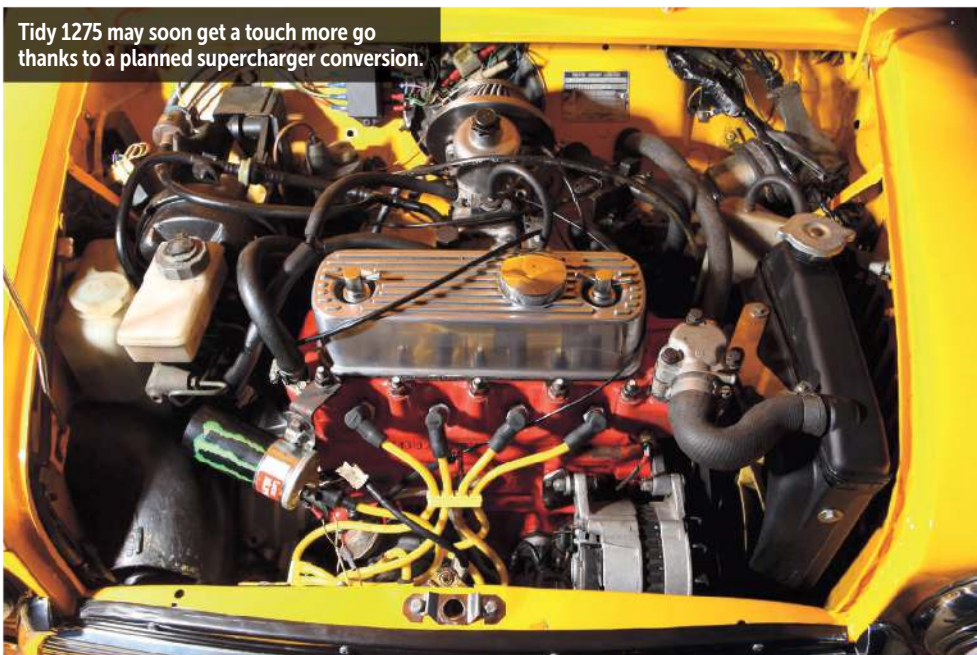


Stuart snapped up the last Zeemax mirrors...



...and has made them more practical.

Tidy 1275 may soon get a touch more go thanks to a planned supercharger conversion.



"I thought I'd never get there. I still can't believe it's mine"

from the bodyshop I was blown away. I cried. The first trip out we took it up to the cemetery to show my Nan and I was welling up driving it. At that point, I'd had it for two and a half years and only done three miles in it. I thought I'd never get there. I still can't believe it's mine. There is no car like a Mini. Every time he comes round Dad says he can't believe it's

the same car."

Stuart has spent a lot of time and money in achieving the exact look he wanted for this car. "I've got three sets of mirrors in the garage, every time that they arrived I was disappointed. They look different in the pictures. I always loved the look of Zeemax mirrors, and so I rang them up. When they said they only had one set left and wouldn't be making any more, I bought the last set on the spot. I can't see out of them but they look perfect. I phoned my mate Kenny and told him about my issues with visibility and, he said, 'you don't need to see out of them... they are purely there to look good! Just look over your shoulder.' I can't do that so I got some blind spot mirrors for getting in and out of the garage, I really don't want to clip the sides." Stuart had to drill holes in the door to fit the mirrors,



Stuart has deservedly earned a reputation for being a detailing demon - this Mini sparkles!



and Jo helped him. "They were all painted and ready to go but it's so nerve wracking as so much could go wrong. You just have to bite the bullet and throw yourself into jobs like that."

SHOW AND SHINE

It was finished in 2015, but it looks like it has just come out of the resto because Stuart takes such good care of it. In fact, he's notorious for his commitment to detailing. "Everyone from Little 'n' Loud Minis take the mickey out of me, I'm the only one polishing as soon as I get out the car. It gets a good polish before every drive and before I put it back in the garage too. They all use theirs as their dailies. The trouble is, the roads aren't

made for a body kitted Mini. We still get out and make the most of it though, we use it every weekend in the summer."

It's been a long time coming for the Swales to get their dream car, but their Mini story may not be over just yet. "I'd love a van or a clubby Estate, but I don't think it's fair on the family. We've only got a single garage too." Stuart muses. "Literally yesterday he said... "If our garage was bigger..." I said...No!" Jo laughs. "We almost didn't buy the house because it's only got a single garage."

Whether they eventually get another Mini or not, there is no denying that nothing will top the Zeemax in Stuart's eyes. "It's not perfect but me and my Dad built it by ourselves in a shed. I didn't

TECH SPEC

BODY Standard saloon with full Zeemax kit, Heko wind deflectors.

ENGINE 1275 A-Series engine, Alloy rocker cover.

TRANSMISSION Fletcher stainless exhaust from the manifold all the way back.

SUSPENSION D max shocks front and back, Hi-Los.


BRAKES Drilled and grooved discs with EBC brakes on front.

WHEELS AND TYRES 13x7 OS4 turbos.

INTERIOR Standard retrimmed in black vinyl with yellow piping, Mountney steering wheel, leather hand brake gaiter, leather gear gaiter, carbon fibre effect dash and centre console, later style magnolia clocks in it.

THANKS TO:

Kempston Radiators (location), 'Tich Chaplin, Jeff at Bedford Autopanel, Lee, Craig, Mark, Dennis McCarthy (glasswork and headlining). Jo, Lucas, Mum and of course, the biggest thank you of all goes to the absolute legend that is my Dad.

throw money at it for someone else to build it. We're both so proud of it. I'm not finished with it yet. I want to supercharge it, but a couple of things got in the way last year. So next time you see me at a show, hopefully there will be something extra special beneath the bonnet." 



BMM MOTORING WORKSHOPS

Fancy learning a new skill in the Spring?

The British Motor Museum is hosting a number of motoring related workshops. 'Is a Classic Car for you?' takes place on 4 April and is a hands-on, informative day aimed at those who wish to buy and own a classic car. The team will deliver guidance on the theory of car ownership and provide basic practical workshop based maintenance sessions. There will also be the opportunity to ride in a variety of classic cars. Cost is £95 per

person, including lunch.

'Living with a Classic' Part One on 18 April and Part Two on 16 May offer classic car owners the opportunity to develop new skills, learn from the team and share stories with fellow owners. Designed to specifically encourage and assist owners of classic cars, this course, covering maintenance, paintwork cosmetics and fault-finding, is held in the museum's state-of-the-art restoration workshop. The cost

is £80 per person and booking is advisable. There are also some car photography workshops aimed at both amateurs and more advanced photographers.

Booking is essential for all workshops. You can book online or call 01926 649649 (Monday - Friday 8am - 5pm). All workshops include refreshments and an annual pass to the Museum. For more information and to book please visit www.britishmotormuseum.co.uk/events

MINI IN THE PARK

Mini in the Park gets new owners... and a new home!

■ Kelsey Media has sold the Mini in the Park event to the previous owners, Event Developments.

The 2020 MITP event at Mallory Park has now been cancelled and the event will return to its previous home at Santa Pod Raceway in 2021.

The revived event will build upon previous years which featured live action, concours Mini displays, Mini-only 'Run-What-Ya-Brung' on the famous Santa Pod

dragstrip, plus fabulous displays of Minis of all ages. This flagship Mini event will include the return of the popular camping weekender with live music and a fantastic festival atmosphere. It will continue to be supported by Kelsey Media's publications: Mini Magazine, MiniWorld and Performance MINI.

Neil English and Russ Harman of Event Developments will be spending the 2020 season working closely with the Mini club



community and traders to plan the exciting re-launch back at Santa Pod Raceway in 2021.

For more details visit www.minishow.co.uk or follow www.facebook.com/miniiinthepark



NATIONAL MINI DAY

MCR announces 2020 plans

■ The Mini's 60th birthday may well have gone, but there is still much to celebrate in 2020 and Mini Cooper Register plans to do just that at its popular National Mini Day at the National Motor Museum, Beaulieu on Sunday 14 June.

Expect to see standard 850s as well as modified examples including commercials, estates and Hornets/Elfs, as well as some of the rather better equipped MINIs of the 21st century. There will be displays of each register within the MCR, with two of each car from Mk1 Coopers to modern MINIs. Beyond the ex-Works and special tuning display will be a special gathering of RSP

Coopers celebrating their 30th anniversary and the revival of the Cooper brand.

As usual, there will be plenty of trade stands for those that enjoy shopping. National Mini Day is a much anticipated occasion to rummage for hard to find bits and pieces in the autojumble. The concours, which is respected by many owners as the pinnacle of Mini shows, was oversubscribed last year and although entry on the day is available, early pre-booking is advised.

Links for advance tickets, club stands and trade enquiries can be found on the club website www.minicooper.org



1 IN 10 CHOOSE MINI

Strong sales from the BMW Group

■ "Despite a third year of decline for the UK new car market, a combination of our younger product portfolio and stronger consumer demand for premium products saw the BMW Group achieve a ten per cent share of the UK market," said Graeme Grieve, Chief Executive Officer of BMW Group UK. "Customer deliveries of the new all-electric MINI start in March and we already have a strong bank of advance orders for the Oxford-produced vehicle. By the end of 2020 we will have 16 electrified cars for our customers to choose from."

HAVE A SEALEY NEW YEAR

Great tool offers for 2020

■ Sealey's New Year Sale promotion has launched and is valid to the end of February 2020. It is packed with great offers and discounts up to 71 per cent off list price. It contains more than 400 products across 40 pages. Check out the SA154 Heavy-Duty Air Angle Grinder, with a saving of 55 per cent, or the AK285D Multi-Colour Socket Set with 64 per cent off list price.

You can also enter Sealey's latest competition online for your chance to win a Rechargeable Floodlight and Inspection Lamp Docking Station Kit (worth over £160). Simply register or sign in to their website to enter.

www.sealey.co.uk





TOP TUNED CAR

The Revving Red Carpet announce their winner

Pembrokehire based performance and tuning enthusiast, Matthew Merrick, has won the Revving Red Carpet, the top customisation competition organised by the Performance & Tuning Car Show. Matthew from Haverfordwest beat 19 of the UK's top tuned cars to win the chance to have his car displayed at the first major tuning show of the year.


Inspired by the Fast and Furious movies from an early age, Matthew's 2011 Mini R56 JCW has been heavily modified with Airrex struts and an airlift v2 management system. Along with suspension modifications, Matthew fitted 17 inch custom BBS RS, four-pot Brembo brakes and a genuine GP2 diffuser carbon fibre fuel cap.

This unique style and high-quality modifications meant that his Mini was a clear winner in the public vote.

James Pearman, Liberty Walk Director said: "We are delighted to showcase the very best in customisation vehicles at the Performance & Tuning Car Show. The Revving Red Carpet has given the public the chance to vote on their favourite top tuned car. The competition received over 15,000

votes with Matthew receiving almost half. We look forward to seeing Matthew's car at the show and to give fans the opportunity to see the very latest in tuned cars from across the industry."

For winning the customisation

competition, Matthew received four VIP tickets to the Performance & Tuning Car Show, a luxurious overnight hotel stay at the Park Regis Birmingham and the opportunity to have his car centre stage throughout the two-day show. 



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Mini Se7en S-Class - Lightly-tuned 1275cc engines, steel-body dampers, similar running gear to Mini Se7en, standard pedal boxes. The entry-level championship for DIY Mini enthusiasts.



Mini Libre - Unlimited A-Series engines, 10" wheels and slick tyres, highly-modified suspension and brakes, join the Mini Miglia grid with your existing trackday or competition Mini. The open class.



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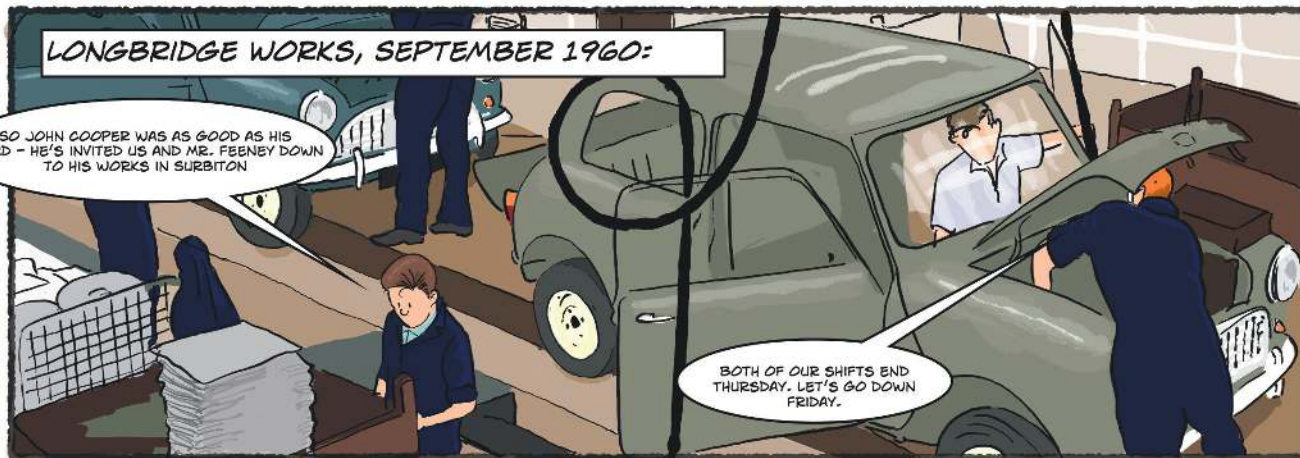
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Will Finn





Heritage is clear, but these are hi-po monsters.



Photography Autosport International

THRILLING LIVE ACTION AT AUTOSPORT INTERNATIONAL

High octane indoor track action for fans of motorsport

Autosport International is one of the key events in the petrolhead calendar offering the fastest cars, biggest stars of the automotive world, over 1000 glistening motors to drool over... and of course, the infamous Live Action Arena.

It's always loud, intense and action-packed but this year there was an added intensity to the proceedings. The 5000 seater arena offers the perfect venue for motorsport fans to get up close and personal to some of the most infamous race cars out there.

Offering an intense sixty minutes packed with stunts, driving demos and racing action; accompanied by a fantastic visual display of LED lights, special effects and even fireworks to keep us on our toes. The atmosphere was electric with captivated audiences on the edge of their seats throughout the weekend.

One of the best bits about it was the great variety of vehicles, including Rallycross racers, SXS racers and off-road buggies. Of course, the stars of the show where we were concerned were the

Autograss Class 8 Specials, these space-framed bike-engined monsters always steal the show! The Bolddog FMX Team and Team Maximum Lock precision driving team also put in some stunning performances. The Legends race demonstrated the incredible skills of Britain's top rally drivers, we also experienced the fastest indoor drag race (covering a quarter-mile dragstrip in under

8 seconds at 170 mph and acceleration faster than a fighter jet). The spectacular finale featured the talents of the world's top stunt stars including Terry Grant, and showcased the great work of Mission Motorsport – the armed forces motorsport charity.

The whole event was hosted by Sky F1 Lead Commentator David Croft and Youtuber Miss Emma Walsh. 

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Model wearing: Meistersinger Abingdon - MG watch | MG-branded sweatshirt

MINI GIRLS RALLY TEAM EVENTS

Fuchs Lubrications Classic Mini Championship event dates:

DONINGTON PARK 15th March

WARCOP 12th April

DIXIES 3rd May

WERVIK 12th/13th June

TYNESIDE 2nd August

SOLWAY 15th August

THREE SHIRES 6th September

PATRIOT STAGES 27th September

MANX NATIONAL RALLY

Friday 15th and Saturday 16th May



Words Louise Thomas Photography Mini Girls Rally Team

POWERING AHEAD

Another exciting year in store for the Mini Girls Rally Team

The Team are really excited about getting together again and competing in the Fuchs Lubrications Classic Mini Championship now in its second year. We did not compete in a championship last year, so we are really looking forward to everything a championship brings. It takes a great deal of organising, from making sure the Mini is competition ready - we have a fantastic new engine this year - to booking travel, sorting accommodation and making sure the service crew have plenty of cake and goodies to keep them going whilst us girls are having fun on the stages! I have never

experienced greater camaraderie than in a Mini championship and cannot wait to get out there and meet up with old and new friends. We are also really looking forward to Manx National Rally in May.

Heidi will be once again my left hand woman and I couldn't wish for a better co-driver, even though she can be a bit bossy at times, but I guess I probably need that... oh and she knows exactly when to deliver the pace notes and the sweets!

Thank you to all our followers on social media Facebook Mini Girls Rally Team and

Instagram minigirls_rallyteam Keep up to date with our news there! We hope to bring you lots of fun stories!

A very big Thank You has to go to our Sponsors J and S Handling Ltd(Forklifts), Elk Training Solutions, kdh Insurance Brokers, BH Performance and PD Extinguishers. As well as supporters Dave Thomas, Ian Clare, Rob Belcher, Mike Mcveigh and Ray Cunningham Galway Mini Centre.

If anyone is interested in sponsoring the team please PM on Facebook or email minigirlsrallyteam@btinternet.com 

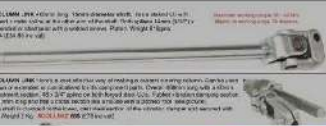


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Words and Photography Jake Dennis


MINI RUN UK CHRISTMAS SPECIAL

Impromptu Northern run attracts almost 100 Minis

MiniRunUK hosted a last minute Peak District run with only six days notice before the event took place. There was an impressive turn out of 96 minis from all over the UK including Wales and

Scotland. The morning run started up in the clouds near Buxton, where the Minis tackled single-track country lanes for a fantastic tunnel run through an old railway tunnel. I'm pretty sure I heard The Self Preservation Society being

played at some point...

A quick splash and dash through a ford and a few muddy country lanes we then went over the Cat and Fiddle, Snakes Pass, Derwent Dam, Winnats Pass then finished the run at Chatsworth house. 





MINIRUNUK EVENTS FOR 2020
Minis on the Ring (Nürburgring)
31st May-1st June
Elan Valley
31st July-2nd August
Remembrance Run
8th November
<https://www.minirunukevents.com/>

EVENT REPORT



Words and Photography Meaghan and James Lucas

AUSSIE MINI RUN

The Mini Car Club of NSW take on the Hunter Valley

The Mid North Coast sub branch of The Mini Car Club of NSW had a Christmas convoy in the Hunter Valley, famous for its wine and good driving roads, it was an absolute blast!

Due to the horrific fires which had at this time torn through the Northern areas of the state, we needed a little pick

me up and as any Mini owner knows a Mini is always a good way of putting that spring back in your step.


Fifteen classic Minis met at Freemans Waterhole, we had to re-route due to road closures but it all worked out well arriving at our destination for lunch right on time. The temperature made for a challenge for both the cars and

their occupants as we hit 32C (89F) but all handled the challenge well. The Rovers with air conditioning were the envy of early marque drivers.

It was an extremely eye catching convoy through the dry, sparse land and put many a smile on passers by.

The varied Minis on the run contained a '98 Paul Smith, two Rover Coopers, three Clubman

sedans, an '87 Park Lane and a good number of roundnoses including Deluxes, several Cooper S and Mini Ks.

The prize for best decorated Mini was won by Ian and Jennifer Thorn in their gorgeous blue Clubman. It's safe to say, many new friends were made and we look forward to more adventures in the coming year. 



Nothing like a Mini convoy to put a smile on your face.

EVENT REPORT



How to turn heads in the Hunter valley
- take fifteen Minis out for a drive!



Ian Thorn collects the prize
for the best decorated Mini.



This was the first event for the Lucas' Morello Cooper, which they bought in the UK last summer and shipped home.





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FRONT WHEEL BEARING KIT (DRUMS).....	13.74
FRONT WHEEL BEARING KIT (DISCS).....	13.74
FRONT WHEEL BEARING KIT (DISCS) TIMKEN.....	50.34
REAR WHEEL BEARING KIT (TO 96).....	14.10
REAR WHEEL BEARING KIT (TO 96) TIMKEN.....	45.54
REAR WHEEL BEARING KIT (MPI) TIMKEN.....	45.54



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HS4 FUEL TANK (SU).....	1260.00



HEADLAMPS

WIPAC QUADOPTICS (RHD) PAIR.....	40.20
WIPAC QUADOPTICS (LHD) PAIR.....	55.14
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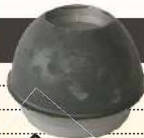
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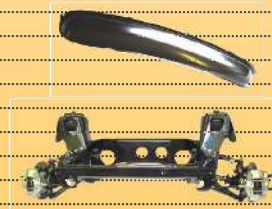
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Events

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■ 22nd March

Brooklands Mini Day

This annual event will see hundreds of Minis, from the oldest to the newest, parked up around the historic site. With Clubs from around the country taking part, Test Hill action, a trade village and the new Auto Test demonstration area.

www.brooklandsmuseum.com/

■ 4th April

Spring Action Day

The official kick-start to the performance car season. Expect drifting demonstrations, public track time and white-knuckle passenger laps on the circuit itself, whilst vast static club stands, trade villages and Show and Shine competitions ensure the outer display areas are equally as unmissable throughout the day.

www.castlecombecircuit.co.uk

■ 4th-5th April

Goodwood Members Meeting

Goodwood's motorsport opening weekend recreates the atmosphere and camaraderie of the original BARC Meetings held at Goodwood through the 1950s and 1960s. A packed two days of thrilling racing and demonstrations from the finest historic cars of the period, as well as more modern machines.

www.goodwood.com/flagship-events/members-meeting

■ 10th-13th April

Silly Mini Weekend

Silly Minis returns with a 'Beside The Seaside' theme. Expect sports, fancy dress, evening entertainment, a charity raffle and an auction on this family

friendly Silly Mini Weekend in Devon.

www.sillyminis.com

■ 19th April

Lincoln BIG Mini Day

With over 200 Minis making an appearance each year, this free event is the perfect opportunity to meet like minded people. Now in its 12th year, the show attracts classic and modern Mini lovers from all over the UK.

Contact: Mike Bilton mjbilko@tiscali.co.uk

www.trentvalleymoc.co.uk/lincoln-big-mini-day/

■ 1st-3rd May

CMC Riviera Run

Featuring a drive in movie, rolling road, glow show, tuning tent, show and shine, Mini rocker racing and entertainment for the children. There is also the Sound off Loudest Exhaust & Stereo Competitions and prizes for the best fancy dress too.

www.cmcriveriarun.co.uk

■ 10th May

British Mini Day at Himley Hall

Himley Hall & Park is an 18th Century building set amongst 180 acres of 'Capability Brown' landscaped parkland. For over four centuries it served as home to the Lords of Dudley and their knights. On Sunday 10th May they are very proud to welcome you to their 28th British Mini Day held at this premier venue.

01384 897779

www.britishminiclub.co.uk

■ 24th-25th May

Motorsports at the Palace

This Sevenoaks and District Motorclub event that is held at Crystal Palace park



London. The event is run over two days and will be on the 24th and 25th May 2020, the event includes a Motorsport UK approved sprint for up to 110 cars per day, a static car show with 100 plus cars a day, an autotest demonstration and an historic motorcycle parade lap on both days, plus some entertainment for children.

www.motorsportatthepalace.co.uk

■ 14th June

National Mini Day

Returning to Beaulieu for its 39th year, Mini Cooper Register's National Mini Day has always been one of the most eagerly anticipated events on the Mini calendar. In 2020, the event will be around the theme of 'We're more than a Cooper' showcasing the wide range of members' cars across the Mini range and, hopefully, some colourful customised vehicles to get people talking.

www.minicooper.org/mcr-events/

■ 27th & 28th June

Mid Summer Mini & VW Meet

This popular meet from the British Mini Club is the perfect chance for you to show off your pride and joy. Make a weekend of it with the Saturday camp over with live band and Sunday's Show 'n' Shine. All the action is happening at DK Rugby Club, Kingswinford, West Midlands.

www.britishminiclub.co.uk

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■ 26th July

Colchester to Great Yarmouth Run

Colchester Mini Club invite you to join them for their infamous Colchester to Great Yarmouth Run. Meeting at Colchester Stadium and conveying to Great Yarmouth pier where you'll spend the day, displaying your Minis and enjoying a day at the seaside. This popular event that has been running for over ten years.

www.colchesterminiclub.co.uk

■ 20th September

MiniFest at Stanford Hall

Enjoy a brilliant day out at this stunning location for the longest running Mini show of the year. Stanford Hall is one of the most anticipated events on the Mini calendar, featuring the largest gathering of both classic Minis and modern MINIs of the year.

www.britishminiclub.co.uk

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GREEN LIGHT

Name: Sam Evans

Car: Brooklands Green 1978 850

Location: Southampton

■ When Sam took this car on it was as half a shell with the front end cut off, as the previous owner had plans to make it a flip front. After a few trial fits of fiberglass and later, metal Sam decided to fix it permanently to provide a better appearance and panel gap. The badge, boot trim and scuttle holes were filled and the bonnet lip removed to give a smoother look. Rounded rear light lenses were dip dyed with orange and red to keep it smooth on the back end. At the front it sports a moustache surround with a mesh grille and is finished with a chrome bar from a Honda Accord boot lid. Sat on its original Dunlop D1 it was sprayed in Brooklands Green. The gold Ed Roth Monster Flake on the roof gives it a good sparkle in the sunlight.



THINK PINK

Name: Steve Hankins

Car: Pink Mini Rosa

Location: Herefordshire

■ Steve originally built his Mini for his girlfriend. With just £1500 budget to play with, he made use of parts that he already had lying around the garage. Steve and the Mini are regulars at Riveira Run and he has won the stereo soundoff in both 2017 and 2019. Last year he raised £1000 for the charity Chemo Hero from the Riviera Run. The Mini has so many modifications that the only original parts are the windows (which are now covered in stickers), the rear lights (which have



been tinted red to look like MkIII units) and the grille. It's running a 1275 engine as well as a manual conversion. An

internet search has shown Steve that it's the last remaining 1980 Mini automatic left on the DVLA's records.

WORKS LIKE A DREAM


Name: Luiz Fuchs
Car: Cabriolet 1994
Location: Marbella, Spain

■ Luiz bought his beloved Cabriolet back in 2008 in Holland. He believed that it had recently been fully restored but closer inspection showed that this was not the case. It took Luiz almost 10 years of additional work, including plenty of expensive visits to specialised mechanics. A lot of sweat, tears and money have gone into the car but Luiz thinks it is worth the effort as it is exactly the way he wanted it to be. The list of work completed is extensive, with the last couple of jobs including replacing the rubber cones with spring suspension with Bilstein shocks, fitting electric power steering, a new console and so much more. All the hard work was certainly worth it, as Luiz finds the time to drive the car every day and it gets a lot of attention wherever it goes.



MAN AND BOY

Name: Tony Overton
Cars: 1972 GT
Location: Boston

■ Anthony's 1972 genuine GT has been built to various different spec over the years but its current spec is 1380 running twin carbs, Fusion Fabrication's Miglia manifold and Manifold stainless RCM system with fully adjustable suspension all round, GAZ shocks and aluminium brakes. For the interior Anthony has taken his inspiration from a combination of a classic GT and the modern retro look. Over the years Anthony has had several Minis that have come and gone, but this one is extra special and he has no intention of ever getting rid of it. The love for Minis runs in the family, and Anthony and his Dad have built several Minis for other people over the years, including several mag feature cars. 





ON THE JOB

Words and Photography Willy Carson

The Light Fantastic

Inspired by the Works Cars and the local rally heroes of his youth, Robert Dickson's latest project takes weight saving to a new level.

Robert Dickson has recently taken a step back from his car body repair business. "There was a party held on the Friday when I retired. When I woke up on Saturday morning I already had an eighteen month backlog! There was always a Mini or two sitting in the corner of the workshop and if there was time between insurance repairs, we would do some restoration work."

"When my friends realised I was retired they all came over to ask if I would restore their Minis," he explains. What he's less likely to explain is that he was five times Northern Ireland Autotest Champion and has been involved in motorsport since his teenage years.

In fact, he is such a fixture of the sporting Mini scene that he was asked to lead the 2016 Mini Legends event in his home built works tribute Mki Cooper S

(reg 1001 SZ) with Paddy Hopkirk beside him reading the notes - a wee bird tells us that the respect between these two Mini men is mutual. "Now I only work on Minis and I can choose what jobs I want to do," he says enthusiastically, "Every now and then I find time to work on my own car. I don't want to stop working completely so this is a good compromise." When it comes to his own car there are few compromises. →

PROJECT PROFILE

THE OWNER

NAME: Robert Dickson

AGE: 66

OCCUPATION: Car body repair specialist
(retired, well sort of...)

LOCATION: County Down, Northern Ireland

THE CAR:

CAR: Mk II 998cc Reg: ALJ 3400

START CONDITION: Rotten floor but otherwise ideal for the project

CONDITION NOW: Shell completed including extensive modifications, in paint, suspension fitted

TIME TAKEN SO FAR: Can't remember

ESTIMATED TIME OF COMPLETION: Probably

Since retiring, Robert has never been busier!



Even the door hinges have been lightened...



It's turning into quite a collection.



The build has been inspired by the lightweight Works cars.

How did you become interested in Minis?

I left school at 16 and started as an apprentice in the Kane of Comber BMC dealership. Andrew Kane and Jim McClements, my foreman, both raced Minis locally. During the week I was fitting Downton heads and Special Tuning parts to customers' cars and at the weekend, I was learning about competition Minis and I still wasn't old enough to drive. At that time, the works Coopers were winning everything and Paddy was the local hero. It was an exciting time to be into Minis.



Deseaming was copied from a racing Hornet.



What was your first restoration?

When I was 16 I bought a damaged/repairable MkIII Wolseley Hornet and restored it. By the time I was 17 it was finished and ready for me to drive when I passed my test. I later went into Autotesting. At the end of each season I sold my competition car on and built another over the winter. That helped to pay for the next year's events.

Have you any other Minis?

Yes, too many! My father's Pickup which he used as a work vehicle and my daughter's first Mini 1000 are waiting for restoration. My competition car '1001 SZ' is my other car.



It was built as a tribute to Paddy's 1969 Circuit of Ireland works entry.

Why this Mini?

I bought 'AIJ 3400' years ago and put it under a cover. It was originally sold by Kane of Comber during my time there but I don't anything else about it. It might sound strange but I liked the reg number. In the '60s and '70s a lot of local rally cars had numbers ending in two zeros.

How has the rebuild gone so far?

It has gone according to plan pretty much. (Well this has been his job for decades). It has a carbon fibre front which needs the A-panel flange intact so I couldn't de-seam it completely like 1001 SZ. By my desk, I've a photo of Jim McClements racing and in the background there's a Wolseley Hornet. I'd never noticed until recently that it has gutters down the side but not across the top of the windscreen or at the back. As soon as that caught my eye I had a plan.

What was the bodywork like?

The floor and firewall were rotten but I had a



Engine bay awaits a mega spec Elgin Greer-built 1480cc running twin 1.75 inch SUs.



MkIV shell to use as a donor. I replaced the rust with panels from the donor. Lightness was always going to be the most important feature of the shell so I cut out steel panels and replaced them with aluminium in areas where it wouldn't affect the structural strength. I had to be a bit creative when I was blending the gutter and the front seam together but I'm pleased with how it looks.

What style are you going for?

I've restored a couple of genuine works Minis in the past so I wanted to build something along those lines. I've chosen the Tartan Red and Old English White paint scheme with Group 2 arches and a set of original Tech Del Maglite rims which I've had in storage for years. At the minute it sits on scruffy tyres but eventually I'll probably put on Yoko A008s.

Where does your inspiration come from?

In 1969 the Circuit of Ireland Rally came through this way and I can remember Paddy's lightened works car, GRX 311D. When I was building 1001 SZ I replicated a

lot of those works features like the de-seaming, the de-bumpering, the Healey Sprite Aluminium grille and even the recessed door handles. This time I want to build the car as they might have done at Abingdon if they'd had access to today's light-weight materials.

What about the suspension?

I've gone with a modern Spax adjustable coil-over set up with a modified rear subframe. Since there are a lot of ally panels like the rear seats, bins, door bins and the boot floor, there's no need for a full subframe so I've gone for the period modification by cutting away the back part of the subframe and leaving only the front beam. The rear arches are turreted to take the top of the struts.

What about engine, transmission and brakes?

I've left the engine and gearbox with Elgin Greer who knows what he's doing with a Mini engine. He has rebuilt works engines in the past. I've asked him to build me a 1480cc


Rear beam is another weight saving measure.

engine with Triumph pistons. He's using a Group 2 exhaust and twin 1.75 inch SU carbs. He's building the gearbox with straight cut drop gears, S ratios and a Quaife limited slip 3.44:1 differential. The brakes are fitted; they're a standard S setup with a servo mounted in the passenger's footwell.

Any other interesting features?

The interior will be the minimum needed to enter rallies and special test events. There will be an electronic Brantz tripmeter, some racing seats and a racing battery which weighs less than the cardboard box it came in. Depending on the regs for the events I'm entering I may have to fit bumpers and a steel front end but I intend to make one with a removable bonnet. I've taken a light-hearted approach to the lightness theme and drilled the door handles and some other bits and pieces. The drill bit isn't blunt yet so who knows?

What are your plans when it's finished?

I want to keep competing in Targa Lanes events and Autotests without driving 1001 SZ into the ground. That might be the secret to a happy retirement. 

FINISHED SPEC

BODY: Part deseamed MkII shell, some sections replaced with aluminium, glass fibre boot lid and a carbon fibre removable front end. MkIV floor pan, firewall and front crossmember.

ENGINE: Built by Elgin Greer. 1480cc, Triumph pistons, twin 1.75 inch SUs, Manifold LCB. Group 2 exhaust.

TRANSMISSION: Straight cut gears including drops, S ratios, 3.44:1 final drive ratio, rod change selector mechanism.

SUSPENSION: Spax adjustable coil-overs all round, modified top arms, heavy duty adjustable tie rods, negative camber bottom arms, possibly light-weight radius arms, beam axle, Vauxhall Agila electric power steering.

BRAKES: Standard S components, all lines running inside the shell, servo mounted in the near-side footwell.

WHEELS: Tech Del Maglites with Yokohama A008 tyres (probably).

INTERIOR: There won't be much. Two race seats and Britax harnesses a rev counter, oil pressure, temperature and fuel gauges. It will be as spartan as event regs allow.

Spax coilovers will allow ride height to be set for each event.



CUSTOM PICKUP



PICKING UP THE PIECES

David Wilson wanted a Pickup and bought one sight unseen. After an extensive rebuild, he finally has the Mini he wanted...

Words Gerard Hughes Photography Adrian Brannan

Tracking down and buying your dream Mini has never been easier. A quick online search can provide a list of potential purchases in seconds, and if you've got the cash, you need never leave your armchair to have your next project on its way to you.

For David Wilson, there was one Mini he'd always wanted. "I've always had Minis – back to when I was 18 years old when I had my first one. I suppose I moved away from the Mini scene a bit but I'd always hankered after a Mini Pickup, and that started years ago after I spotted one parked at the hillclimb at Doune."

"I was at the NEC Classic Car Show – I'd gone to the show just to take a look at some pickups – and I saw this beautiful green standard one. I started to look online at what was available online then and there. I found this car while I was still at the show and even called the private seller from the NEC!"

BUYER BEWARE

Buying online is fraught with potential problems – hands up everyone who's made that late Friday night eBay purchase after too many hours in the pub...? – but as long as you stick to some basic ground rules, you can't go too far wrong. David clearly chose to ignore them. "I bought the car – took a gamble and it didn't pay off – and had it transported up to Glasgow. It was a very standard looking car, nothing really wrong with it. It was a matching numbers car, and still had



CUSTOM PICKUP

THE BUILD

David was so desperate for a Pickup, he bought this one sight unseen. First impressions were good. It was only when some rust was spotted in the bulkhead that things started to unravel...



Seats and steering wheel came with the car, everything else has been replaced or reworked.



"Pretty much everything you can bolt onto a Mini, I've bought brand new"

its original 848 cc engine. I just tucked it away in the garage and thought that I'd just start buying a few things for it – wheels and stuff like that."

At this point, David wasn't too sure where the Pickup project was going to go, but he suspected it would involve his old friend, Andrew Cameron, who has been into Minis as long as he has, and now runs a successful resto business. "I've known him since the old Mini club days. And over the years, whether we were into Celicas or Porsches, we've always been into Minis."

"We were looking under the Pickup and I spotted a bit of rust in the bulkhead – I thought we might be into a paintjob at this point," he says. The trouble with finding a tiny bit of rust on a Mini is that there is bound to be a little bit more, not too far away. "It was only when we started to go deeper that we found more. We

started peeling back and it was horrendous. The wings, inner wings, bulkhead and even the roof was rotten. At least the load bed was good..."

Part of the reason that David had been drawn to the Pickup in the first place was that it had been rebuilt in the past and, at least superficially, it looked good. But as the pictures of the stripdown show, a coat of paint can hide some real horrors. They soon realised that there was only one way to tackle the issues. "It very quickly spiralled into a full stripdown, and we had to brace the car up for the bulkhead to come out. We ordered a full British Motor Heritage front end to go in – do it once, do it right!," he says. "The doors turned out to be mostly fibreglass in the bottom half. So I also ordered a new set of doors from BMH."

With all new metalwork assembled, Andrew started to piece it all back



Colour palette is intentionally limited with body in Porsche Sports Classic Grey, a touch of chrome and a lot of black powder coating.



Cabin tidy is borrowed from the VW scene...



All new trim from Newton Commercial.

together, but as David reports, there were a few false starts. "We couldn't work out why there was so much space behind the seats. We then realised that there were panels missing and the floor was actually sagging. The quarter panels weren't aligned correctly so they had to be split



Although he admits there were dark times during the resto, David is delighted with the end result.

and opened up, and the sills turned out to be saloon panels that had been put on the wrong sides. Oh, and the A-posts were completely rotten..."

With the shell finally sound, the underside was Raptor coated to prevent it ever going the same way again. David had started to think about what the finished car was going to look like. First task was to decide on a colour. "I liked Smoke Grey. I kept looking at Minis online finished in various shades of grey, and we'd even got hold of a couple of bonnets and sprayed them in the various shades to see what might work. I looked at Nardo Grey from the Audis but that looked too modern but I've got a couple of classic Porsches, and it got me thinking about some of the colours that had been used on

those. So we ended up with Porsche Sports Classic Grey."

WE'RE SHOPPING

"By this stage, I'd just decided that every part we put onto the car was going to be new – I've done it with a mind that it will last. We put the windscreen in and I then realised it was quite badly scratched, so it came out again and we had to order a brand new one. Pretty much everything you can bolt onto a Mini, I've bought brand new – it came from Mini Spares, DSN, Newton Commercial..."

"We were waiting for a while on the new loom from Autosparks. We'd added quite a few custom touches and added the electric fuel pump, rev counter, and the fog lamp – just a few things to make

CUSTOM PICKUP

TECH SPEC

BODY 1978 Mini Pickup. Fully rebuilt using British Motor Heritage panels. Subframes powder coated black. Soundproofed throughout and underside Raptor coated. Mk1 stainless grille, bumpers and over rider kit. Flat dome headlights with LED Bulbs, white indicators and LEDs. Paint: Porsche Sports Classic Grey.

ENGINE MG Metro 1275cc A-plus. Stripped and rebuilt, new bearings and gaskets. Twin 1.5 inch HS4 SU carburetors PlayMini custom exhaust and stainless steel manifold. DSN breathers, bolts, clutch and brake cylinder panel and heater hose panel, alternator brackets, coil bracket, wiper bracket and plates – all black anodised. Master cylinders powder coated black. Fletcher alloy radiator. New starter motor, alternator, belts, distributor, leads from Mini Spares. MX5 Alloy washer bottle with built-in electric pump.

SUSPENSION Rubber cone. Hi-los, Protech shocks all round with lowered brackets at front. Fully adjustable with camber/caster brackets on rear. DSN solid subframe mounts. Drilled top subframe bolts. All components, including suspension arms and rods, powder coated black. Stainless nuts and bolts used throughout.

TRANSMISSION Standard four speed manual. All checked and rebuilt with new gaskets. Straight cut drop gears.

BRAKES Cooper S 7.5-inch discs on front, standard drums on rear.

WHEELS AND TYRES 4.75x10 Rose Petal alloy wheels with Yokohama 032R 165/70R10 tyres.

INTERIOR Original seats and refurbed original steering wheel. Black Newton Commercial moulded carpet, doorcards and fittings, and dashboard. Centre binnacle with speedo, water temp and oil pressure gauges. Smiths 110mm rev counter mounted on dash rail. Headlining changed to black. DSN door latches and switch panel. All trim and fixings replaced with new, all metal parts (seen and unseen) have been powder-coated black.



MG Metro 1275 has been given the retro feel with BMC Green and twin SUs.



"I didn't want a fast car, I just wanted something you get into and go"

life easier."

It became obvious that the old engine wasn't going to cut it with the direction the project was taking. "It came with the original 850 engine and to start with, I was quite happy with that. I didn't want a fast car, I just wanted something that you get into, turn the ignition and go. And I still wanted a period look under the bonnet." But taking his inspiration from the Cooper S Historic Racers, it was going to need something a little more potent.

"Mason is a family friend and he knows everyone who's anyone in the classic car scene," explains David. "He said, 'I've got an MG1275 engine if you want it.' We went round and it was tucked away

behind his TR6 in the garage. We stripped it down and it was a real gem, I spent a weekend cleaning it with petrol and a jetwash, just washing it down, washing it down..."

The engine's origins are disguised by a coat of BMC green paint and then enhanced with a few notable additions. "I found a set of twin SUs in my parents' garage and it's been dressed up with black anodised parts – I've kept the same theme throughout." Look closely around the Pickup and you'll notice that many parts have either been replaced with DSN black anodised alloy, or powder coated black. "Anything that was metal was powder coated black, and that included the





Inspired by the Historic Race Car scene, this would be a welcome addition to any paddock...



When the sun shines, David drives the Pickup. Sadly that's not too often in Glasgow...

master cylinders, the heater motor, rear number plate holder, seat brackets - everything was done."

HOME AND DRY

When it came to the finishing touches, there was one thing the two friends couldn't agree on. "The standard steering wheel," David laughs. "We fought about that all the way through. I just wanted it to feel standard inside. It's very dark in there, I wanted it so everywhere you

looked it's black or painted metal. We stood back when it was finally finished and agreed, it looks right."

Incredibly, the build only took six months from start to finish which is a huge credit to Andrew. "He's always been into Minis but the pickup was his biggest build to date," David says. "It was only meant to be a quick paint job, and six months later, it was a full rebuild."

Standing back and admiring the Pickup outside Glasgow's Riverside

Museum, we have to ask, would you tackle another project of this magnitude? "I don't know. I'd do it all again but maybe not to this level - it is essentially a brand new Mini Pickup. I adopted the mentality that I just needed to spend what I needed to spend - I learned very quickly that I had to switch off to the costs! And as for what we discovered when the panels were removed, there were points that we thought we're not coming back from this..."

So all that's left is to enjoy getting behind the wheel? David chuckles. "I probably went too far, because the weather in Glasgow is horrendous. So it's actually only covered 100 miles since it was built..." 🌧️

THANKS TO:

Andrew Cameron for all of the hard work on the Pickup, and for completing the build in just six months. You can find him on Instagram @andrewrosscameron

ESTATE OF

Minis received more than their fair share of badge engineering, but Rob Cave's Lotus-inspired Clubman is a first.

It's fair to say that Rob Cave is rather keen on the classic Clubman Estate. Indeed, in order to buy the example featured here – and to help fund a number of its future upgrades and a full restoration – he sold his very tasty, rare, rapid and wonderfully vocal Renault Clio V6.

That was some nine years ago and for the first five of those nine years, this charismatic Clubman which had covered a mere 23,000 miles when Rob bought it was pressed into service as his daily driver. Hard service as it transpired.

"I drove it everywhere, whatever the weather, fair weather or foul," impresses Rob. "Even in the snow. On winter tyres it was unstoppable. It was reliable too. Asides from the regular servicing, the only items I had to replace were the petrol float and tank sender."

CORRODED

So, the Clubman was unstoppable and reliable. Nevertheless, like the majority of cars from this era it wasn't immune to corrosion. Those foul weather drives, and the cumulative effects of grit, salt and the ingress of road muck etc took their toll on the bodywork. Consequently, MoT's were becoming ever more difficult to pass. Rob was being told that to get a 'ticket', more and more bodywork repairs were going to be required. Some minor, some major. As a result, he bit the bullet and the

—3



MINE

Words Martyn Morgan-Jones Photography Adrian Brannan



LOTUS ESTATE



Subtle but absolutely period perfect - the Corbeau GT4 seats and green carpets. Stock wheel with the Lotus badge is master stroke.

corroded Clubman Estate was dispatched to West Chirton Accident Repair Centre where, thanks to Jeff and Steve, it was steadily and expertly made completely solid once more.

"It was a full restoration, which they fitted in and around their regular crash repair work," mentions Rob. "They actually tried to persuade me to get a new shell, but I knew the history of the car which minimised the amount of unknown bodge jobs and hidden nightmares and managed to persuade them to work their magic on it."

"Using genuine BL panels, and over a three year period, it was stripped and then fitted with new inner and outer wings, A-panels, front panel, scuttle, rear valance, a full floor, inner and outer sills, door skins and there were numerous localised repairs too. The bumpers and grille are original, but the lights and seals etc are new. They did a superb job."

COLLABORATION

Rob had in fact been contemplating the restoration for quite some time and had planned accordingly. Although keen on originality, and a period/retro look, especially in terms of the bodyshell and interior, when it came to applying the



"I never liked the faux wood so I had the stripes painted green"

body colour, he was happy to make one small break with tradition. Well, BL tradition anyway.

"I've long-admired the Lotus collaborations, such as the Lotus Cortina, Lotus Sunbeam and the Lotus Carlton," enthuses Rob. "With the Clubman, I wanted to do something different, to create my own interpretation of what Lotus might have done back in the day had they partnered with BL and made a Lotus Clubman."

"I love the Estate's basic body shape, but in order to cover the wide split-rim

wheels, I had to fit arch extensions. However, choosing the size and colour led to many a heated discussion in the household and the bodyshop! It was a Battle Royale. In the end we settled for Group 2 wide wheel arches painted body colour, and I think they look pretty special. The body is painted Glacier White, a '70s colour."

"The side stripes make a strong visual statement too. I never liked the faux wood, so I had the side stripes painted green in homage to Lotus. It's Land Rover Belize Green, another '70s colour. All the

The Estate has served the Cave family well, and shares garage space with partner Karen's Mini 40.



glass has been replaced too. Naturally, I opted for a green tint! My ever enthusiastic friend and neighbour, Alex found the glass, a full set, on Gumtree.

LOTUS BLOSSOMS

The Lotus homage doesn't just extend to the windows and side stripes either. You'll no doubt have noticed the Lotus roundel on the front grille, and the Lotus wheel centre caps. Then there's the interior with



Choice of arches caused some debate - we reckon wide Group 2s always look great!

its green carpeting, green sun visors and Lotus gear knob.

It's very classy, restrained even, and all the better for it. The Corbeau GT4 seats which were actually designed for classic Minis (and early Fords) look stunning. There's even a Lotus badge on the steering wheel centre. Interestingly (and it's not something that appears within the pages of this magazine very often), the steering wheel's a factory original.

As a matter of fact, apart from the aforementioned GT4 seats and green carpets, Rob's not deviated too far from standard specification when remodelling the interior. True, he added a four-point harness, then there's the raft of DSN parts including pedal kit and column drop bracket, plus new gauges (1275GT), Omex sequential shift light, hidden USB port, and oil pressure and water temperature gauges. There's even a completely

Subtle badging, great colour choice and stance make for the perfect look.



TECH SPEC

BODY 1973 Clubman Estate. Wide Group 2 arches. Painted Glacier White with Land Rover Belize Green side stripes.

ENGINE 998cc A-series. 1.5 inch SU, K&N filter, Mini Sport inlet manifold, Manifold exhaust manifold and single-box system. Power – before NOS, 45bhp (est.)

SUSPENSION Red Spot cones, GAZ adjustable dampers, Hi-Los, polybushes.

TRANSMISSION Four-speed manual, KAD quickshift.

BRAKES Mini Sport alloy four-pot callipers, 7.5in Discs front, 7in Superfins rear, remote servo, braided hoses. KAD handbrake quadrants.

WHEELS AND TYRES 6 x 10 inch Force Racing with Yokohama A032R 165/70R10 tyres.

INTERIOR Corbeau GT4 seats, Sabelt four-point harness, DSN pedal kit and column drop bracket, 1275GT instrument cluster, Omex sequential shift light, auxilliary oil pressure and water temperature gauges. Custom boot install featuring tool kit and NOS bottle.

trick and hidden NOS (more on this anon) and toolkit install in the boot floor. Yet, the interior, complete with its original (but restored and repainted) rear



Force Racing 6x10s fill those arches...

"Pukka Lotus Twin Cam engines were prohibitively expensive"

seats, still has the all-important '70s vibe he was after.

DECISIONS, DECISIONS

In addition to the Clio V6, Rob previously owned a Golf GTI, a Volvo T5, BMW 330 Sport, VRS Octavia, and a number of quick Minis including a Cooper S Works and an ERA Turbo (that boasted a hugely-impressive 171 bhp and was the subject of a Mini Magazine feature back in 2006).

So seeing that he has something of a penchant for high power machinery, hot Minis in particular, and given his liking for Lotus, it shouldn't come as a surprise to you that he was minded to 'out' the 998cc A-series and fit a Lotus Twin Cam in its place. At least that was the plan.

"It soon became apparent that pukka Lotus Twin-Cam engines were prohibitively expensive," reveals Rob smiling. "As a result, I started



The capacity may be modest, but the level of detailing isn't - engine bay is super clean.



investigating big-bore A-series engines, complete with a BMW K-series twin-cam head. I even contemplated going the 8-port A-series route.

"However, due to the Clubman being out of action due to the restoration, I needed a daily driver. I ended up buying another Mini, a 1983 Mini Sprite, complete with a 1330 engine. But, what



Brakes and suspension have been totally upgraded so Rob can exploit every last ounce of power.

with the Sprite purchase, and the Clubman's escalating costs, my funds had been rather depleted and this curtailed my engine plans somewhat."

Although his high-power plans had been curtailed, the Clubman's restoration was now entering its final stages. Needing to get the car up and running, and short on readies, Rob had no choice other than to reunite it with its original engine.

"To be honest, I'd forgotten how nice and revvy a standard 998 is," admits Rob.

"It's not completely standard though. To help it breathe a little better, I fitted a 1.5 inch SU on a Mini Sport alloy inlet manifold and a K&N filter. The exhaust manifold is a Manifold freeflow leading to a single-box, twin-exit exhaust system. The cooling's also been improved and uses an uprated water pump, alloy radiator, and electric fan. Oh, there's a Lotus badge on the rocker cover too! The gearbox is standard, with remote change and KAD quickshift."



After five years as his daily, we suspect Rob finds every excuse to get back behind the wheel.



“Over this winter I plan to rebuild and refresh the engine and gearbox. Once these tasks have been completed I’m going to complete the installation of the Wizards of NOS nitrous oxide kit. Nothing too extreme however – just a 25 bhp boost to make things a little more interesting, and the boot install always generates a double-take at shows.”

TWISTS AND TURNS

Even though this Clubman doesn’t pack a huge punch, Rob reports that it’s far nippier than its modest engine specification would suggest. And, as he likes his cars to stop and steer with the best of them, the chassis and brakes are now much better spec’d than original.

“The cones are Red Spot, and I’ve fitted

What every well prepared Clubman Estate needs – a fitted toolkit and whiff of Nitrous...



"Just a 25 bhp boost to make things a little more interesting"

GAZ adjustable shocks," says Rob. "The rack, bearings, track rod ends, knuckle joints etc are new and there are adjustable tie rods, rear camber brackets, as well as polybushes fitted throughout and Hi-Los front and rear."

"On the front there are Mini Sport 4-pot alloy calipers with drilled and grooved discs, with Superfins doing the work at the rear. I replaced all of the brake lines, fitted braided hoses, KAD quadrants, and a remote servo."

"The wheels are 6 x 10in Force Racing three-piece split rims with Yokohama A032R tyres. It handles and stops really

well and is capable of coping with much more power if needed."

SUPPORT ACTS

"I'm thrilled with how this project has turned out," says Rob smiling. "I've sold all my other Minis over the years, but this one's a keeper (it shares garage space with Karen's restored Mini 40 – thanks to West Chirton again). After the engine rebuild, the project will be complete."

"I'd like to thank my long-suffering partner Karen and all my boys (five. Yes I need another hobby...), Jeff and Steve at West Chirton Accident Repair Centre,



Boot installed NOS bottle creates interest.

Lance and Ian at Green and Whites, and Alex (friend, neighbour, hanger on).

Without these people, this car wouldn't be nearly as good as it is, or even on the road in fact."

PERSONAL

Rob's Clubman Estate, a very personal and interesting take on BL's little load lugger, is a real head-turner that manages to be a really clever and subtle fusion of styles. No wonder it's won two 'Car of the Show' awards, and that it's a keeper. **TRIP**

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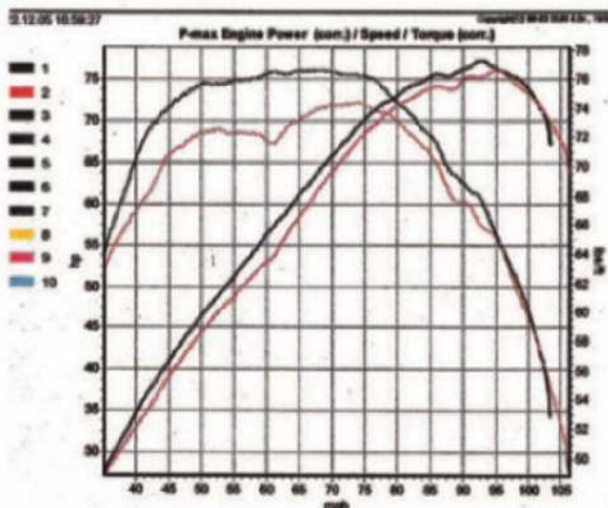


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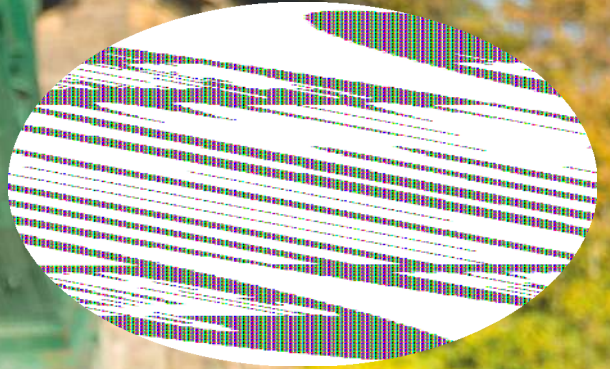
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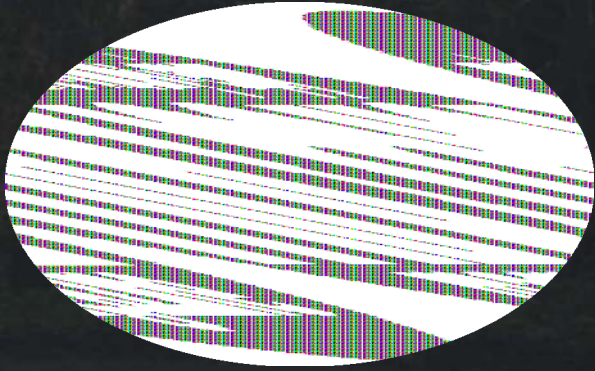
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Rob Cave's Lotus-inspired Clubman Estate
featured in Mini Magazine March 2020







Perhaps the most famous GTM of all, the 1969 Cox GTM built by Cars & Car Conversions Magazine.



THE OUTER LIMITS

THE GRAND TOUR

From day one, GTM produced some of the finest Mini-derived cars to ever hit the road – and the race track...

Words Martyn Morgan-Jones Photography Gerard Hughes

The brainchild of Cheshire garage owner Bernard Cox, the mid-engined Cox GTM has long-been regarded as one of the best of its ilk. Cox, who'd raced at national level during the 1950s, had long harboured a desire to produce a sports car bearing his surname. By the mid 1960s he'd the means to realise his ambition.

He also had the staff, including former racing rival Jack Hosker, who at the time was managing one of Cox's garages at Hazel Grove. Hosker was charged with the task of creating a prototype. He subsequently spent most of 1966 working single-handedly on the project.

MINI BASED

The basis of the GTM (Grand Touring Mini) was a semi-monocoque sheet steel

chassis bounded by two substantial sills. At the sharp end, a Mini front subframe carried the steering rack, fuel tank, radiator, suspension and brakes. At the rear, another front subframe encapsulated and held the A-series engine. The steering arms were locked in place, and fitted with ball joints and adjustable tie rods. And to compensate for the GTM's low weight, the rubber cone suspension units were machined down accordingly.

For the most part Hosker worked alone, although from time-to-time, his solitude was interrupted by visits from Howard Heerey. A keen racing driver, Heerey took every opportunity to escape from work at the nearby 'Midland Garage,' a Ford dealership, which his father ran. In fact, Heerey provided a lot of input, even helping style the

prototype's aluminium body from which moulds would be taken.

PRODUCTION

The prototype was displayed at the 1967 Racing Car Show where it generated much interest, and plenty of orders. With most mechanical components coming from a Mini, and the body/chassis package retailing at £330, Cox claimed that a car could be built, trimmed, painted and put on the road for as little as £500, although only the most impecunious would have managed to pull off this feat!

And the build wasn't without its challenges either. Gas welded by a sub-contractor without the restraining advantage of jigs, the chassis ended up as slightly distorted affairs. Consequently, when trying to mate the chassis to the



Business-like cockpit has been enhanced with the addition of a Cotswold rollcage.



Front end features standard Mini 'frame.



Long range tank fills the underbonnet area.



fibreglass body, even the most cautious and capable found it was all too easy to fracture panels and crack the hard-to-fit windscreen - the first batch of screens were a tad oversize which didn't help.

RACING START

Nevertheless, the GTM handled well and with the right engine, such as a tuned Cooper S lump, it was capable of melting tarmac. The prototype so equipped covered the benchmark 0-60 in a mere 6.4 seconds, hitting 90 in just 11.8 seconds, before maxing out at 115 mph. Breathtaking for the period, and far from tardy nowadays. Cars and Car Conversions magazine, which recorded these remarkable figures, were so impressed it went on to build and race a

"The prototype generated much interest and plenty of orders"

Group 6 GTM – the very car pictured on these pages.

In fact, the GTM made for a very effective racing machine. In 1967, Heerey successfully raced the road-registered prototype, and the following year he raced a special lightweight GTM which was built especially to contest the 1150cc class. It managed some good finishes, despite strong competition from Andy Barton's Mini Marcos and Piers Weld-Forrester's Unipower.

TAKEOVER

Success on the track plus good reviews translated into more orders. Yet, cramped working conditions and the havoc wreaked on day-to-day garage operations, led a disillusioned Cox to cease production after just 55 kits had been produced.

Thankfully, just when it seemed that the GTM story was drawing to a close, Heerey and his father bought the project. And a new chapter began to unfold.

Heerey focused on a much-needed engineering and image makeover. All manufacturing was taken in-house, proper jigs were made, and some of the componentry was redesigned. The quality of the moulds were also investigated, revealing that many required renovation - renewing was too costly. The only ones replaced were the door moulds.

Two new kits were launched: Kit A at £350 provided the basic body/chassis; Kit B at £450 was effectively Kit A but trimmed and painted. Over a three-year period, some 170 kits were sold. Even so, due to the amount invested in improving the Coupe, and extra staff required, GTM's earnings were at best modest.

REBRAND REFINE

Early in 1971, the company rebranded as Howard Heerey Engineering Ltd and an even better car, the Heerey-GTM 1-3 (model 1, variation 3) was launched. The revised frontal styling looked good, the rear panel had been redesigned to take the Triumph Dolomite light cluster, and there were air vents on the rear deck. Also, debuting was a lighter chassis and a more compact rear spaceframe.

The extra room this spaceframe afforded allowed fitment of a side-mounted Mini radiator which meant that long pipe runs were no longer needed. What was needed however was copious amounts of cooling air. Heerey's novel solution was to incorporate underfloor ducts and a side vent. Although quite innovative, in warm weather or when cars were driven enthusiastically, cooling still proved marginal. Still, sales accelerated. On average eight kits were sold every month.

Kits were fine, but Heerey was contemplating building complete

THE OUTER LIMITS



cars, which would necessitate larger premises and financial backing. Fortunately, a number of directors had recently joined the company and Heerey intended to use their promised investment to introduce a new model plus a revised GTM.

END OF THE ROAD

Just when things seemed to be going well, the local council announced a raft of road works, including widening the nearby Buxton Road. Unfortunately, in order for this to be realised, Midland Garage and its associated buildings would have to be demolished. This was the catalyst Heerey needed and he'd soon found 20,000 square feet of premises at nearby New Mills. Then another disaster struck.

As so often happens within the specialist car industry, the promised funds failed to materialise. With insufficient capital, Midland Garage about to be razed to the ground, and other 'rescue' initiatives failing, production ceased in March 1972.

The jigs, moulds, LHD demonstrator, one-off special chassis and production rights were sold to Hartlepool-based Helgass-fibre which proceeded to do nothing with the GTM. For four years. Enter Mike Smith, owner of Wellingborough-based KMB Autosports, who bought the project and updated the design slightly. KMB advertised kits at £2050, complete cars for £4800, but over the period they owned the rights (1976-1980) apparently not a single car/kit was made. Enter Peter Beck.

Beck, a chartered engineer, car enthusiast and Heerey GTM owner was keen to design and build his own car. He reasoned the way forward was to build a mid-engined car that used a reliable and relatively inexpensive power-unit. And he also appreciated that the basic design of the GTM was spot-on. As it happened, KMB was looking to sell. Beck,

Engine is a now a fully built 1380 which coupled with the GTM's light weight makes for formidable comp car.



"Bigger wheels changed the proportion of the car and made it more saleable"

disillusioned with his then job, acquired the GTM project. His good friend Patrick Fitch, and another partner, Dougal Cowper, joined him in this new venture becoming owners of the GTM marque in May 1979, establishing GTM Cars and GTM Engineering.

CHANGES

The plans, moulds, and associated equipment were transferred to a modern unit in Colwick, near Nottingham. After eight months Cowper concluded that the new business wasn't viable, and there was an amicable parting of the ways. Beck and Fitch on the other hand, stuck with it. For the first year they didn't even draw a salary. It was a very tough time. Despite managing to sell sixteen kits, the company only scraped a meagre profit. Plus, the moulds were almost worn out.

But, to turn a negative into a positive,

Beck and Fitch redesigned and remanufactured the moulds, complete with extended wheelarches to cater for 13 inch wheels.

"The GTM never looked quite right on 10 inch wheels, so we decided to move to 13 inch," elaborates Paddy. "Bigger wheels changed the proportion of the car and made it more saleable."

In the early days, Beck and Fitch made the bodyshells, undertook the engineering, and sold the kits. Understandably, this level of commitment proved to be unsustainable, so the GRP work was subcontracted out at the end of 1980.

BETTER AND BETTER

The revised car not only looked good, crucially, the 'supposed' bump steer - something that had afflicted every previous incarnation of the GTM - had



Earliest cars have a neat Kamm tail and utilised reversed Mk1 tail lamps.

been eradicated.

"We checked the geometry and the position of the rack... the rack was in completely the wrong place," recalls Paddy. "The rack was repositioned and placed directly onto the Mini subframe, some 1.5 inches further forward and 1.5 inches higher than before. Moving the rack improved things greatly, but what people often considered to be bump steer was actually attributed to wear in the subframe bushes, and/or other parts of this structure, which led to a degree of wheel steer."

GTM Cars subsequently made it company policy to offer refurbished components, including subframes, on an exchange basis.

There were other improvements too, with the emphasis on strength, safety, practicality and quality. To avoid distortion, the chassis (now fully jigged and MIG welded) was fabricated from tougher 18 and 20 SWG steel, there was subtle strengthening, and the structure was carried forward to securely locate the front subframe.

At the rear, a spaceframe constructed from 1 inch square section tubing extended beyond the rear bulkhead and

Derek Wilkins and son, Nick, are now proud custodians of the car.



carried the rear subframe. The easily-scratched Perspex side windows were replaced with toughened glass, burst-proof locks were fitted, the Triumph Dolomite rear lights made way for an aftermarket Wipac cluster, and the front radiator made a welcome return.

There was even a separate, lockable boot. Situated behind the engine, it had a

capacity of 4 cu ft. Not huge, but adequate. Rollcages could also be supplied and/or fitted. They were made by Safety Devices to GTM's design and using its jigs.

The re-engineering, plus other modifications, resulted in a slightly heavier but better made and almost perfectly balanced car. Brim-full with ➔



8.5 gallons, the weight distribution was 50/50. Thanks to subtle suspension revisions, the car handled beautifully and rode well.

VALUE ADDED

Now called the GTM Coupé, the new car was launched in 1983. GTM, which had relocated to Sutton Bonnington the previous year, also announced its 'part-pack' initiative. This gave customers the opportunity to build the kit in compartmentalised stages, as well as allowing them to spread the expenditure.

It wasn't a hugely expensive car though, and it was possible to put a well-equipped GTM on the road for under £3000. Never short on self-confidence or belief in their product, GTM claimed that the Coupé was "The most practical mid-engined sports car available. It offers superb road-holding and handling only associated with cars like Ferrari – but at an affordable price."

In 1986, GTM launched the GTM Rossa (with design input from Richard Oakes of Midas Cars) which debuted at Stoneleigh. GTM had also moved to larger premises on the same site. The Rossa was a good car, well received too, but the Coupé proliferated with at least one kit leaving every week.


The MkII Rossa arrived in 1989, with the improved K3 version following in 1993 (the K3 project was later sold to Northlight Sports Cars and renamed the K4). The GTM Coupé project was sold too, to GTM owner Peter Leslie, in 1998. Leslie renamed the car the Primo



Designs Coupé although GTM continued to manufacture the bodyshells. Also in 1998, GTM introduced the Libra (again designed with much input from Richard Oakes), available fully-built and in kit form. Four years later this was followed by a Spyder version.

"We wanted to recreate the feelings the Coupé delivered, but using a more up-to-date design," elaborates Paddy. "The Libra had bespoke suspension, a more modern K-series engine, five-speed gearbox, and fewer compromises, but it was still a no-frills sports car. We'd gone full circle in fact."

Paddy continued with GTM until March 2003, when he sold the company to the Coventry-based RDM Group.

Sadly, Peter Beck died a few years after a few years later. In December 2007 GTM Cars Ltd, came under the new ownership of Potenza Sports Cars, owners of Westfield Sportscars, and the company went on to market the Libra and Spyder models for a time. Plans are in place to bring back heavily-revised Coupé and Spyder versions, with modern componentry and numerous design improvements, under the Westfield-GTM name. 

CONTACT:

www.gtmownersclub.co.uk

memsec@gtmownersclub.co.uk

THE CCC COX GTM

Perhaps the most famous GTM of them all, the Cars & Car Conversions project was built between 1969 and 1970, featuring in a series of how to articles on building a kit car.

Owned by the editor of the magazine, Richard Hudson Evans, the car was first seen in public, finished in bright yellow at the Northern Racing Car Show in April 1970 on the GTM stand. It was raced in this livery for a short time, winning its class first time out at Snetterton, before being repainted in the now famous 'CCC' livery. The car was raced as part of the CCC racing team, and competed in everything from Clubman races through to gruelling long distance sports car races such as Silverstone six-hour and in September 1970, a six hour event at the Nürburgring. Fitted with a 999cc club spec engine, the GTM had to work hard to keep pace with the bigger sports racers on the circuit who had nicknamed the diminutive GT the 'Clockwork Mouse'. It finally fell prey to sump gasket failure, and despite regular pitstops to top up with oil, suffered bearing failure on the tenth lap, Hudson-Evans retiring while lying third in class.

The car disappeared from view between 1971 and 1973, surfacing again when it was road registered for the first time. Around 1976, Hudson Evans sold the car on to Keith Reynish. It had been converted to hillclimb spec with a Will Sparrow-built 1293cc engine, Weber carb and a straight cut gearbox. It went to one more keeper, who in turn sold it in 1996 to the current owner, Derek Wilkins, who has restored it – and now enjoys driving it – alongside son, Nick.

When he finally saw it, Derek found the GTM minus its engine, S discs, driveshafts and wheels. "It was down in Devon," explains Derek, "The vendor knew it was the Cars & Car Conversions GTM, but the first thing we did was to get all the old magazines out of the loft to



Heerey driver's seat still in place.



Traces of the original yellow paint revealed.

make sure we knew what to look for. And sure enough, it still had the breather on the roof and the original Howard Heerey driver's seat." The seat had been given to Richard Hudson Evans by Howard Heerey, the boss of GTM. And as the breather had indicated, the all important custom made long range fuel tank had also thankfully remained with the car.

The floors and sills had rotted through and the fibreglass bodywork was cracked and crazed. The first stage of the restoration was to separate the fibreglass body from the steel chassis, the chassis was sandblasted and the floor and sill sections were replaced. The body had its numerous layers of paint removed until it was back to its gelcoat – the last layer to be removed being the Canary yellow from the Racing Car Show. The plan was to restore it back to how it appeared on the front cover of the November 1970 edition of 'Triple C', so when some of the original signwriting was discovered, Derek carefully traced it, and would eventually supply it to a local signwriter to accurately replicate the original red, black and white livery.

There were some elements that had been incorporated into the car over the years that the Wilkins' decided not to persevere with – top of this list being an experimental A-frame on the rear suspension. "It only had a couple of 7/16 bolts holding it on," explains Nick, "so you got a bit of rear steer with that...!" It's now been replaced with a fully rose-jointed


setup, and both father and son report that corners can now be tackled with confidence. This has been bolstered further with the greater torsional rigidity afforded by the addition of a custom made rollcage by Cotsweld.

During its early racing career, the coupe had been fitted with a variety of engines, but the Wilkins have fitted a 1380 built around a MG Metro Turbo block. The dry decked unit features Omega pistons, a nitrided, bladed and balanced crank, Metro Turbo con rods, lightened and balanced flywheel, SW23 cam, Weber 45DCOE carb on long manifold and Manilow LCB with the large bore centre pipe. Nick custom made the exhaust system.

The gearbox features a straight cut gear set and 3.4:1 final drive, and just to add to the glorious cacophony, there's straight cut drop gears as well.

The S brakes have been reinstated – this time all round – but after competing in one event where a hard corner turned into a straight on under the marker tape thanks to almost catastrophic brake fade, the fronts have now been upgraded with Mini Sport four-pot alloy callipers.

The wheels may look exactly the same as the 1970 originals, but with the rigours of motorsport in mind, the Mamba alloys are all new and are shod with Yokohama 032R tyres.

The good news is that the Wilkins' continue to enjoy the GTM to the full – this is absolutely no show pony. "It's still used and abused," says Nick. This approach has seen the car take part in historic rallying – mostly on closed road events, sprinting and hillclimbing. "Anything we can use it for," he adds. As such, they're both enthusiastic members of Redditch and District Motor Club, Rallying History and Rallying With Group B. If you're lucky enough to spot this piece of alternative Mini history at an event, be sure to take a closer look – you won't be disappointed. 

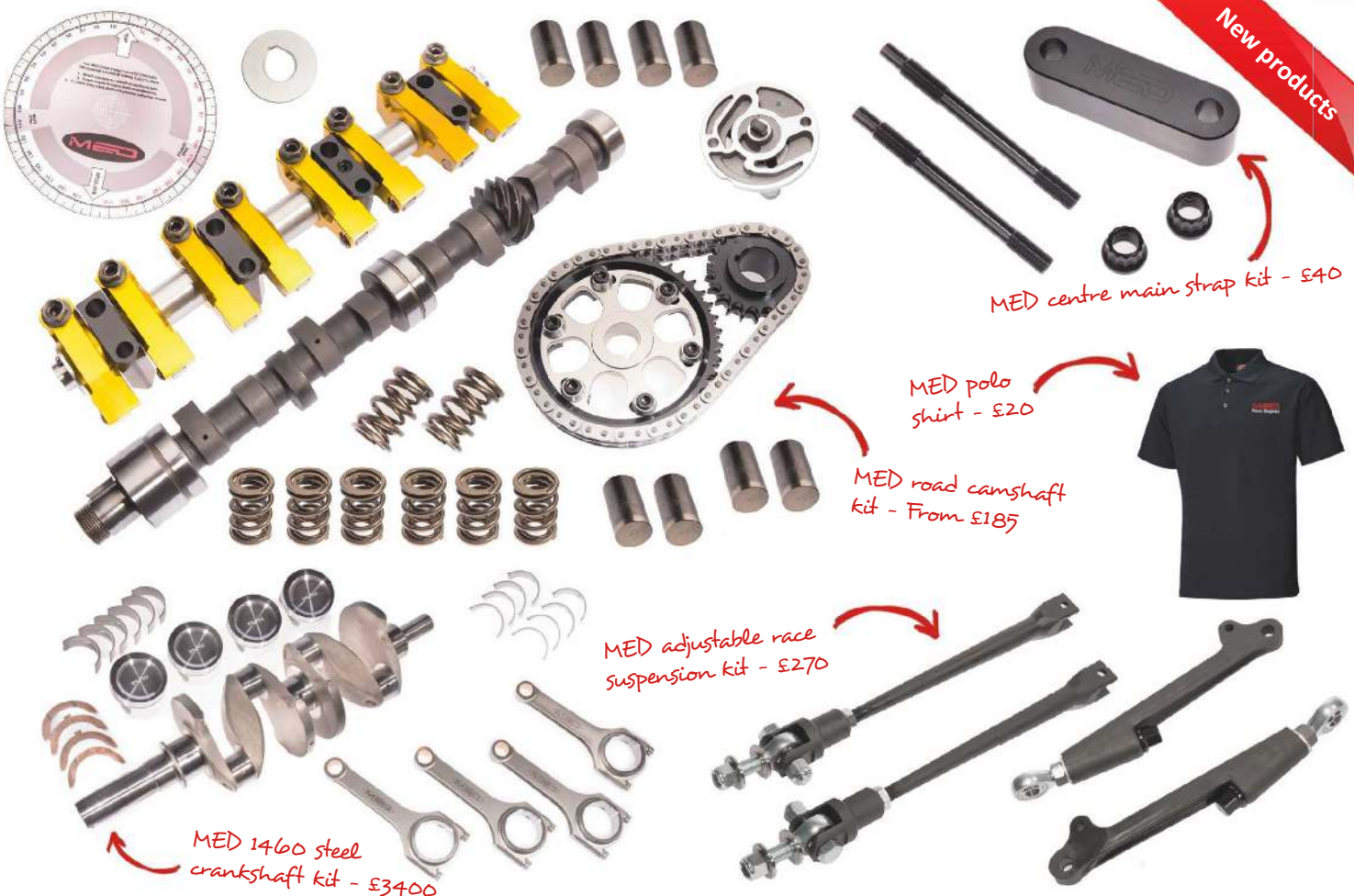
The 1970 paint scheme recreated.



Alloy tank created for long distance events.



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Words Gerard Hughes Photography Jason Dodd

LIMITED APPEAL

Anniversary Minis always had that special something. Peter Demetriou's Thirty has that little bit extra...

When Peter Demetriou went looking for a Mini, he had some very specific ideas in mind. "I wanted one with 10 inch wheels, ideally something like Dunlop D1s and a centre clock dash," he explains. He wasn't looking for anything particularly rare or unusual, simply a car that would help him reconnect with the Minis he had owned in his youth. "I've always had Minis since the 80s – I saw the Italian Job and that was it for me. My brother-in-law had owned a grey Mkl which I loved. One day he told me it had to go, I didn't understand why until he lifted the front mats and you could see the tarmac under the car..."

"His next car was a 1275GT, black with the gold stripes, Wolfrace wheels, Weber carb, big valve head. At the time, I thought it was the fastest thing on earth, and when that went, we took all the



JCG MINI THIRTY

Mini Thirty's luxuriously appointed interior has received further upgrades with walnut dash and door cappings.



All converted cars should carry a plaque...



Lightning fabric would reappear in the Cooper.



"I went out looking for a Mini, but I had no intention of going for a LE"

good bits off it. When I passed my test, my first car was of course a Mini – a Mayfair registered A409 XGF. First thing we did was bolt that head onto it, and it absolutely flew. It had special arches and 10 inch Slotmags."

Things then took a familiar turn for Peter. "You know how it is – things started going wrong with it and you lose heart. That was it for Minis for a bit, 'sensible' family cars took over..." These

would ultimately lead to a series of BMW MINIs, culminating in his current Countryman All4. "It still has the Mini badge on it, but I knew I had to have another classic. I went out looking for a Mini but I had no intention of going for a Limited Edition," he adds.

This was a couple of years ago, and after looking around for a while, he spotted a Mini Thirty for sale. "I saw this Mini advertised and noticed that it had a Cooper conversion. I thought that sounds quite interesting but I also thought that once you get a limited edition, there's not a lot you can do to it."

It may not have been the blank canvas that Peter had been imagining but it was interesting enough for him to arrange a viewing. "I went along and had a look at it but it wasn't perfect, and I thought that they wanted quite a lot for it – around £3.5k (I'd been away from Minis for quite a while and didn't realise how much values had increased). I made an offer, but the lady wasn't that keen. I walked away but a few days later, I received a phone call. The lady said 'I know you really like the car,' and then she made me an offer I couldn't turn down."

Peter found himself the custodian of



JCG conversion featured twin 1.25 inch SUs with K&Ns and modified head. Good for 60 bhp.

what is effectively a limited edition Limited Edition. The Mini Thirty was launched in June 1989 to celebrate the Mini's 30th birthday and was based on the 998cc Mini Mayfair. Available in Cherry Red or black, it was fitted with chrome bumpers and grille, unique 'Thirty' decals, and significantly, was the first Mini to be fitted with the later ubiquitous Rover Minilite-style alloy wheels. Inside, there was a black and red half-leather interior which featured the 'Lightning' fabric design which later resurfaced in the SPi Cooper. Just 3,000 cars were built for the UK market, 2000 in red and 1000 in black. List price was £5,599 which made it expensive for a Mini at the time.

PACKAGE DEAL

What really sets Peter's Thirty apart though is the addition of the John Cooper Garages tuning package. In the 1980s, thanks in the main to growing interest in the Mini in Japan, John Cooper had launched a twin carb tuning kit which featured a modified cylinder head reworked by Janspeed, twin 1.25 inch HS2 SUs, performance air filters, LCB and performance exhaust system. Packaged in a stencilled wooden case, they were imported into Japan by Mini Maruyama of Tokyo.

By the late 80s, even Rover



Peter is now enjoying being the custodian of an ultra rare Mini.

management were beginning to realise that there may be some mileage in re-introducing the Cooper name and thanks to the persistence of John Cooper, the same kit was being offered through dealers as an optional extra.

The brochure for the Mini Racing, Flame and Checkmate LEs featured the kit. Less than a year later, John Cooper would see a long held ambition fulfilled with the launch of the 1275cc powered RSP Cooper.

Most 998 Minis of the time lucky

enough to be specified with the kit would have received it at the supplying dealer. This clearly wasn't the intention of the Thirty's first owner. "They purchased it on the 1st August 1989, and on the 9th August it was taken to Ferring for the Cooper conversion," Peter explains. "The receipts I have show that the car cost £6200 and the conversion must have cost at least £2000 so that would have made this one expensive Mini. I think the only Mini that would have been more expensive at the time was the ERA..." ➔

JCG MINI THIRTY



Rover Minilites first appeared on the Thirty.

It had clearly been much prized when new and continued to be cherished by subsequent owners. "The previous owners had kept every letter, every invoice. There's even a signed certificate and letter from John Cooper," Peter explains. "The couple I bought it from had done a lot with it, taken it to loads of shows and had even taken part in the Italian Job charity run in it. Going by the mileage, I don't think it was driven that much in the last couple of years – it was doing about 40 miles a year – I think it was only driven to the garage for MoT."

Although his plans for modification were put to one side, Peter has found the need to work on the Mini. "I got it back and I realised the headlights didn't work. I'm good on the mechanical side of things



but I have no idea when it comes to electrics. I've always thought the Mini's wiring was a bit of a mess, all the inline fuses and stuff, and ideally, I'd like to rip it all out and have it completely rewired properly and add an internal fuse box. For now, I thought the best solution was to completely replace the headlight circuit, rather than trying to chase down the faults in the existing, old wiring."

TECH SPEC

BODY 1989 Mini Thirty. Standard special arches covered with colour coded chrome covers to hide standard rivet attachment. Dynamat sound proofing throughout. Mini Cooper front grille with recessed spot lights. Fully lined boot. Paint: Mini Thirty Cherry Red.

ENGINE 998cc A-plus fitted with John Cooper Garages conversion kit - Modified cylinder head by Janspeed with 34mm inlet and 26mm exhaust valves, twin 1.25 inch HS2 SUs, K&N air filters, Manifold LCB and twin box exhaust system. Compression ratio: 9.8:1. Lucas 65D distributor with electronic ignition, Black silicone hoses throughout.

SUSPENSION

Standard rubber cone with HiLos.

TRANSMISSION Standard four-speed manual.

BRAKES 8.4-inch disc brakes with uprated cross drilled and grooved discs, standard drums at rear. Standard linings throughout.

WHEELS AND TYRES 4.5x12 Rover Minilite-style alloy wheels with Yokohama A539 165/60R12 tyres.

INTERIOR Mini Thirty half leather/Lightning fabric seats and doorcards, red leather rimmed steering wheel. Walnut dashboard, door cappings and furniture. VDO CD head unit, standard rear speakers in parcel shelf, 6x9 speaker in custom made munt under rear seat, tweeters mounted in dashboard.

RESTORED


This wasn't the end of the problems. "Whenever it rained, the carpets on the driver's side got wet. We replaced the door seals, but it didn't make any difference – we eventually realised that they were draining into the sills, rather out over the door step. A couple of slits in the new door seals solved the problem."

Water finding its way into a Mini interior is never a good thing, especially when it has gone unchecked for a while. "My brother was helping me with the Mini, and he scraped all the old loose underseal and paint off the underside. We went straight through the passenger side

floor and ended up with a hole about four by eight inches. It wasn't too bad to repair, but I have to admit, I was starting to think, "What have I done...?"

"We cut out more than we needed to make sure we removed all of the rust. Before I bought it, it had had new sills and I later discovered that the rear wheelarches had also been replaced. But overall, it wasn't that bad. Inside, after the floor had been repaired, it has all been covered with Dynamat. With the twin SUs and the K&N filters, there's quite a roar in there."

Longest trip to date was to last year's International Mini Meet in Bristol. "I saw there was a Mini Cooper Conversion Stand. I went up and got chatting to the guy there and said, 'I've got one of these – how rare are they?' He told me that there were only about 70 made before the factory model started. As mine is conversion number 19, he reckons it's one of the earliest ones known to still exist."

Peter plans to keep on improving the Thirty as and when, but most importantly, he intends to spend as much time behind the wheel as possible and enjoy driving it. "People look and stare, and they smile when they see the Mini. Whenever I feel a bit down, I drive the Mini and I'm happy again." 

THANKS TO:

To my brother George for all the welding – (he made it look so easy) and to my cousin Nick, for the use of his workshop at Brunswick Garage, North London.



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The latest from our Mini fleet, this time featuring the cars of Gerard, Kevin and Tim.

BEFORE STARTING



The first rule of working on cars and using tools of any kind is don't be stupid. Make sure personal protective gear – goggles, gloves, ear defenders, masks and a set of overalls – are hanging on a hook in your garage and use them wisely.

If you're working with power tools, protective gear is essential. Never attempt to work under a car without supporting it securely using suitably strong axle stands. If you haven't got a fire extinguisher, buy one and keep it near to hand. The bottom line? If you're not completely confident of your own ability to complete any task safely, don't even start it. Leave it to the experts.

TOOLS REQUIRED
Jack, axle stands, sockets,
spanners 14/16, 9/16, 11/16
inch AF, wire cutters,
crowbar, vice, hammer,
mallet, ball joint splitter,
rag, grease clean up.

TIME TAKEN
1 hour

CONTACT
Sleaford Mini Centre
01529 460049

TECH

HOW TO REPLACE A DRIVESHAFT BOOT

Keep your CV joints protected before the damage is done.

A split driveshaft boot will very quickly result in worn and damaged CV joints. Once the rubber boot splits it will allow the grease inside to escape as well as allowing road dirt and water to enter the joint. This will lead to accelerated wear or seizure of the moving parts leaving you with a costly repair bill or even worse a high speed accident, so the sooner you spot the problem and get it sorted the better.

The rubber boots that protect the CV joints on the driveshafts can split for a variety of reasons ranging from general wear and tear to damage from debris on the road. A damaged rubber boot is most likely to be spotted at your annual MoT but you should get into the habit of checking them as often as possible as once a year really isn't enough!

Replacement is quite straightforward although you will need the use of some specialist tools such as the ball joint splitter and a decent torque wrench. You will also need to jack the front of the car up so you will need some good quality axle stands to support the car on whilst carrying out the work. These should be placed under the front


subframe, never under the floor area as this was never designed to take such loads and will simply deform under the weight of the car.

The outer CV joint is secured to the driveshaft with the aid of a circlip. When refitting you will need to ensure that the circlip is fitted correctly to avoid any damage. The best way to do this is to ensure that the open end of the circlip sits at the top so that the two open ends fall in the groove. This will prevent the ends from sticking out of the groove and becoming caught in the splines. The two parts can then be pushed together and if necessary a mallet can be used to help lock them into place.

TRUE TO TYPE

There are two types of CV joints fitted to the disc brake equipped Minis and you will need to identify yours in order to get the correct torque setting for the hub nuts. Early cars will have two split pin holes drilled through the shaft at right angles to each other while later ones will just have one hole. The two hole, earlier type will need tightening to 150 lbf.ft, and the later type will need to be torqued ➡

Words and Photography Jon Betts

to 190-200 lbf.ft. Both types will then need to be adjusted further until the split pin holes line up with the castellation in the nut turning even tighter until they do. Never undo to line them up and always use a new split pin. Have an assistant depress the brake pedal whilst this is done or fit a standard steel wheel and lower the car to the ground. 

PARTS

CV BOOT KIT

A new CV boot kit can be purchased from most good motor factors or Mini specialists and comes with new cable ties and a small sachet of grease to lubricate the CV joint. New inner and outer boots are both readily available and should be fitted as soon as you spot a fault with yours to prevent damage.



MUST HAVE TOOL

BALL JOINT SEPARATOR

These come in a variety of shapes and sizes. There are two main types, the ones that are bolted to the joint and separate it by adjusting the bolt or the fork type that are simply driven between the two components with a large hammer. This is an invaluable part of the Mini tool kit and a worthwhile investment if you plan on doing your own maintenance. Expect to pay around 15-20.00 for a good quality tool which should last you a lifetime.



Traces of grease on the outside of the driveshaft boot are a tell tale sign that it has split, the centrifugal force of the spinning shaft will force the grease out of the hole resulting in premature wear or seizing of the joint if left for any length of time.



To allow you to remove the driveshafts, you will first need to remove the brake callipers, the disc and drive flange assembly followed by the stone guard, refer to last months brake feature on how to do this.



Next you will need an 11/16 inch AF spanner or socket to undo the top ball joint to allow you to move the hub out of the way to withdraw the driveshaft. You may find it easier to remove the hub altogether but it is possible to complete the job with just the top ball joint separated.



You can also cut through the clips holding the inner and outer boots in place. A pair of wire cutters will be ideal for this job. On the inner boot just cut the tie that secures the boot to the inner pot joint. →



5

The top ball joint taper now needs to be separated from the upper suspension arm, use your ball joint separator tool to do this taking care not to damage the rubber dust cover on the ball joint.



6

To disengage the hub from the upper arm raise the suspension up with a jack, remove the small rebound buffer and place a spacer in its place, a large nut will do. Then lower the jack and the upper arm will stay up and you will be able to disengage the ball joint. We had to wrestle with ours a bit using a large crowbar to raise the upper suspension arm to allow the ball joint to be fully removed.



7

With the inner joint separated and the shaft moved out of the way towards the rear of the car you should be able to withdraw the shaft completely. Use a soft faced mallet to tap the end of the shaft if it doesn't easily slide out whilst supporting the hub.



8

Sadly, ours was seized in so we had to undo the bottom ball joint and the track rod end so that we could mount the whole assembly in the vice. Place the hub across the open jaws of your vice and support the shaft underneath. Leave the castellated nut fitted to prevent damage to the threads and use a large hammer to separate the two parts.



9

With the shaft now out of the hub assembly clamp it in your vice and then use a soft faced mallet to separate the driveshaft from the outer CV joint which is held in place by a circlip inside the joint.



10

Once the outer CV joint is removed you can then pull off the old rubber boot and then thoroughly clean the end of the driveshaft to remove any traces of road grit that may have entered through the split.



11

Having cleaned the shaft thoroughly, slide the new CV boot onto the shaft making sure it goes on the correct way with the larger opening towards the end of the shaft.



12

If you suspect any road dirt has got into the joint then clean it thoroughly before applying the new sachet of grease that comes with the replacement rubber boot. Apply this evenly all around the CV joint.



13

Push the CV joint fully onto the driveshaft taking care to align the circlip and then fit the new rubber boot over it so it locates in the groove. The kits come with cable ties to secure the boot in place, but as we had a professional kit available we used a standard type metal strap.



14

With the driveshaft now complete again you can install it back on the car. Take care that none of the ball bearings fall out of the inner joint and push it firmly into place into the inner pot joint.



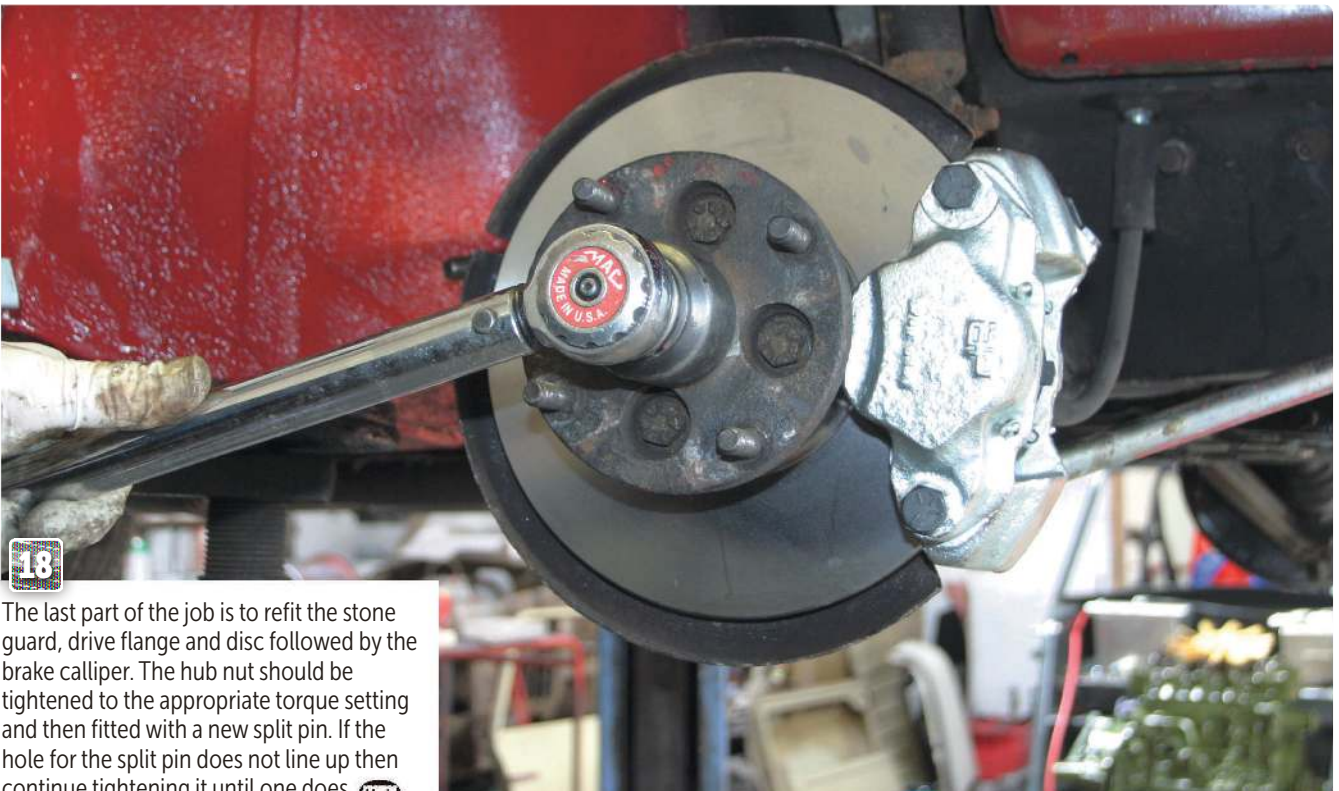
Fit the lower ball joint into the suspension arm and use your crowbar to manoeuvre the top ball joint into position followed by the track rod end on the steering arm.



Tighten all the nuts up accordingly using a suitable torque wrench. The ball joints should be tightened to 38 lbf.ft using an 11/16 inch AF socket while the track rod end should be tightened to 22 lbf.ft with a 9/16 inch AF, 14mm or 17mm socket.



Refit the rubber boot onto the inner pot joint and secure it in place with a new cable tie adding more fresh grease if necessary.



The last part of the job is to refit the stone guard, drive flange and disc followed by the brake calliper. The hub nut should be tightened to the appropriate torque setting and then fitted with a new split pin. If the hole for the split pin does not line up then continue tightening it until one does.

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Ask the expert

Your Mini questions answered by our experts.



UNDER CANVAS

Q I have a Mini saloon and want to build something a little out of the ordinary – I want to make it into a convertible. Over the years, I've seen everything from the classic Crayford conversions (like the Heinz Hornets) through to the LAMM and Rover factory-built conversions but these are all well beyond my budget.

I've been told that there were companies who offered aftermarket conversions and even kits, but I can find no trace of these – would you know where I could get in touch with these companies?

Failing that, do you know where I could find instructions for converting the Mini, including how to reinforce the body once the roof is removed?

Karen

A The Mini is a monocoque construction and relies on the integrity of all its panels for its strength. Removing the roof isn't an easy or straightforward process if you want to have a safe, roadworthy and driveable



"Take great care, and if you're not completely sure, consult an auto electrician"

car when you've finished.

The cabriolets built first by LAMM and later Rover themselves in the early 1990s were truly the last of the line, and incorporated years of experimentation and experience. They also appeared

to spell the end for the smaller conversion companies you mention which appeared to flourish through the 70s and 80s. The last of these that we remember was Keith's Convertibles who sold both converted cars and a kit for DIY

conversions with all the necessary instructions, but they have long gone out of business.

With the right tools and engineering ability, nothing is impossible. Convertible Minis seemed to fall into two distinct types – the full cabriolet like the



POWER UP

Q I have drastically increased the number of accessories on my Mini – I've fitted four spotlights, reversing light, and have installed some ICE that I can actually hear over the

exhaust. Is this going to be too much for the standard battery and alternator? And if so, can the alternator output be increased in any way?

Sam

A You don't say which year or model your Mini is, so we're going to have to be a little general with our answers. First of all, when fitting any kind of electrical accessories, make sure they're wired in correctly and safely. Standard looms, especially when they're decades old, are

already on the limits of their capabilities with just the factory fitted electrical accessories to cope with.

Spotlights should be wired up using relays. Putting the full load required through the switches will at best result in switches failing. At worst, you could end up with the loom burning out and a car fire. Take great care, and if you're not completely sure, consult an auto electrician.

As we don't know what alternator you have fitted, it's difficult to advise on

upgrades. Later Minis (1990-96) were fitted with a 70 amp alternator (as opposed to the earlier 45 and 55 amp types) and this can be fitted to any Mini from 1980 to 1996, when the pulley arrangement was changed. You may have a lower output alternator fitted, or your existing battery and alternator may just be past their best. A new 70 amp alternator and a quality battery of the right spec should be more than enough for your needs.



ON AUTOMATIC

Q I have a problem with my Mini automatic. The gearbox has been completely rebuilt with all clutches, bands, seals and gaskets replaced. The problem is that as it changes up into top gear, the revs rise. This gets worse as the vehicle warms up.

I've always adhered to a rigid service schedule with the Mini – both before and since the rebuild – and have only ever used manufacturer spec parts and lubricants.

Can you offer any advice on what might be causing the problem, or put me in touch with someone who understands the AP box?

Callum

A The four-speed AP automatic gearbox used in the Mini was an incredible piece of engineering, not least because unlike virtually every other auto box out there, it used engine oil as its hydraulic fluid. This can cause its own problems, especially if the

servicing is neglected in any way. When they're working, they're a joy but when not, they're notoriously difficult to rebuild as so many special tools are needed.

You don't say who rebuilt your gearbox. If you did it, we take our hats off to you as very few people are brave enough to dive in there. If the work was carried out by a specialist – and the only ones we could find were general automatic gearbox specialists rather than Mini/AP ones – we'd suggest

taking the car back to them.

Sadly, the automatic Minis don't enjoy a huge following, and most often, the question we have been asked is how to convert an auto to manual and which parts are required. It would be good to think that you'll continue to keep yours as it is and on the road.



Rover, or the conversion where the door frames and the some of the perimeter of the roof at the front of the car is retained, and reinforced with an integral roll bar. We seem to recall this was the design used by Keith's Convertibles and would no doubt be more attainable for the home builder.

Even once the panelwork and strengthening is complete, there's a long way to go. Getting a hood and frame made will require the skills of an experienced trimmer and will therefore not be cheap.

Our advice would be to go along to as many shows as possible and look at as many cabriolets or convertibles as you can find. It's only by examining existing cars and talking to their owners that you'll find out if this is a viable project.

FRONTING UP

Q I intend to fit a flip front to my Minivan. When I buy the front end and the subframe brace bars, can I expect to get a set of fitting instructions? I've had a look online and there are plenty of photos of DIY conversions, but how do I know which advice is correct? Where do I hinge it? How do I secure it etc?

James

A People have been fitting flip fronts to the Mini

pretty much from day one, so there's a lot of experience out there. We've seen some of these guides on sites such as The Mini Forum, and as ever, they're a mine of useful information.

As you point out, there are a couple of obvious things to work out. Some people choose to hinge the new front on its leading edge, so that it tips forward to open. As most of the parts on a Mini engine you'll need to work on on a regular basis are on the front – plugs, distributor, oil filter, etc – this can be a little counterintuitive. If the whole point of fitting a one piece front end is to improve access, this way of hinging actually reduces it...

It actually makes a lot of sense to make the front end removable. So whether it's secured by quick release clips, bonnet pins or Dzus fasteners, within a couple minutes you can expose the engine and front suspension. Remember that

you'll need to add some tabs onto the leading edge of the A-panels to allow the front to clip/fix there as well.

The only subject which appears to cause real debate is whether the front end will 'sag' once the metal front end is cut away. Some recommend that the Mini is jacked up squarely across the front footwells by around an inch before any panels are removed to ensure that the front subframe remains in the correct position relative to the body. Replacing the rubber rear subframe mounts with the solid type might help to keep the frame in place, but just be aware that this might happen. Once the brace bars are fitted, there should be no movement.

We know that some suppliers include comprehensive instructions with their one-piece fronts – Arc Angels are happy to sell you their fitting guide even if you haven't purchased one of their panels.

OFF YOUR ROCKER

Q My Mini has 998cc engine and rather than throw it away and replace it with a 1275cc, I chose to tune it. It now has a plus-20 rebore giving 1014cc, gas flowed 998cc Cooper cylinder head, 997cc

Cooper profile camshaft, a Duplex timing chain, all-new seals, gaskets and bearings, twin SUs with standard Cooper air box and filter, and a large bore centre exit exhaust. Everything else is standard.

After driving the car like this for a while, I wanted to further increase the power output but wanted it to come from a 'bolt on' modification. I also wanted to see a good return in terms of power increases against the money spent.

I thought Hi-lift rockers might be the obvious answer but I was put off 1.5s after reading advice online that they would "kill small bore engines".

After lots of internet searching, I visited my local Mini specialist and explained what I had read. They assured me that they had fitted 1.5 ratio rockers on a small bore engines in the past and had great results.

I've since fitted 1.5 roller rockers and had the Mini setup on a rolling road. It delivered 50 bhp at the wheels – 63 bhp at the crank. On the road, it now feels much quicker and has loads of torque.

Why do so many people say 1.5 roller rockers are no good fitted on small bore engines? And despite the very obvious





RUBBED OUT

Q I have just recently fitted some 5x12 Superlites on my 1996 Mini Sprite and discovered that the outside of the driver's side front tyre touches the front of the arch and wing lip when turning nearly full left. What can I do to resolve this?

I have been told that my knuckle joint is completely worn out and if I replace it, it will solve my problem.

What should the clearance actually measure from the top of the tyre to the bottom of the wheelarch?

Sarah

A There is no standard distance between arch and tyre as the car starts to settle as soon as it is driven on the road. It should be similar one side to the other though. It could well be that the knuckle is worn, but this usually causes a significant

drop in ride height that you can see with your eyes; you don't need a measure.

It's all a question of alignment — either subframe to body or suspension to subframe. Many owners discover that shim plates have been used between the front panel to subframe teardrop mounting and the subframe. Those shims are actually a Rover part, fitted at the factory to push the front panel forwards to give clearance to the tyres.

There are basically two reasons why misalignment is causing the tyres to foul the arch. The first one to check is the tie-rods — the components that go from the outer end of the bottom arm forwards to the front of the front subframe. They're supposed to be straight. A bent tie-rod pulls the wheel/tyre forwards, increasing the caster angle and causing it to

hit the arch. They're only made of basic steel and can be straightened. But they cost little, so fit new ones along with new bushes.

Having assessed and sorted any problems with the tie-rods get the suspension geometry checked. The manufacturer's tolerances are quite wide, but shouldn't cause the fouling problem. Again it's the caster angle causing the problem. Somehow the cars ended up with an extra degree of caster on one wheel. Use one of the aftermarket harder tie-rod bushes fitted to the wheel side of the tie-rod where it fits to the front subframe. This pushes the wheel back, getting the caster angle back within the specified limits and stopping the fouling problem.

Happy the tie-rods and caster angles are sorted? It's time to consider the panel work. Now, the reason why people had to start using

these spacer-shims between the front panel teardrop mounting and the subframe on the 12 inch wheeled Coopers is because bodysheets could become misaligned and the subframes weren't always totally square into the shell. Consequently, these spacer-shims were used to push the front panel forwards, away from the tyres.

There is a point of no return here. The arch reaches a point where it is being pushed so far forwards by over-use of the spacer-shims it starts deforming in towards the centreline of the car, thus causing the arch line to bend backwards slightly. Back to square one with the fouling thing.



power increases I'm enjoying, am I just setting myself up for future problems?

Nick

A When building an engine, it's a good idea to sort out the whole spec before you start, so every component you add will not only give you the improvements you hope for, it will also work in harmony with everything else you intend to fit.

If the 1.5 rockers don't deliver, it may be worth considering elements that are nothing to do with the rockers themselves — are they actually achieving the 1.5's worth of valve lift that the 1.5 ratio suggests? The main reason is usually one of incorrect geometry (rocker at

wrong attitude when fitted to the engine for a number of reasons) and these can range through reprofiled cam, machined head or block faces, valves cut deeper into head, a mismatch in push-rod lengths, or cam followers. The list goes on. The only way to check what you are getting is to measure actual valve lift at the valve.

From what you say, it would appear that everything on your engine is working well together, and whether by design or accident, the geometry is spot on. Given the variables in engine building/spec, that may well have not been the case.

BACK TO BASICS

Q I've just bought a 1994 Cooper Si, and I believe that the Si differed from standard in a number of ways. I know the components included depended on the type of kit fitted but all of the JCG cars were fitted with a Janspeed

exhaust from the cat back.

The exhaust on my car doesn't look that different from the standard exhaust system I've seen on other SPI Coopers. Should it have a larger bore, or is there any other distinguishing marks to look for to prove this is the right part for the car?

William

A The Cooper Si cars left the factory as standard and would have been taken to John Cooper Garages for the Si conversion. As you correctly point out, there were a range of specifications available (Si — 74 bhp, Si Plus — 78 bhp and later, the rare Super kit which included taking the engine out to 1400cc). But yes, they all included a Janspeed rear exhaust section.

As Cooper converted cars, they are desirable and consequently, tend to be very well looked after by



knowledgeable owners. But your Cooper is now over 25 years old, and it's not beyond the realms of possibility that the original exhaust reached the end of its life and a previous owner just took it along to a local exhaust centre where they fitted an aftermarket standard one for a car of that type.

Janspeed no longer list the exhaust for your car. but they might be worth contacting to see if one could be made. Alternatively, there are a range of great exhaust systems available from big names such as Manifold. Talk to one of the Mini specialists and see what they recommend.



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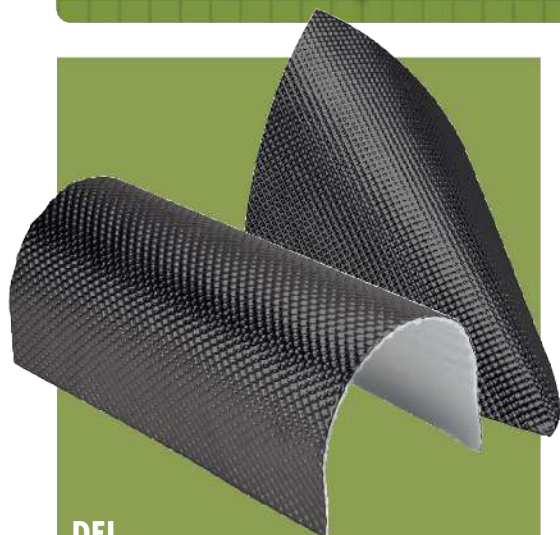
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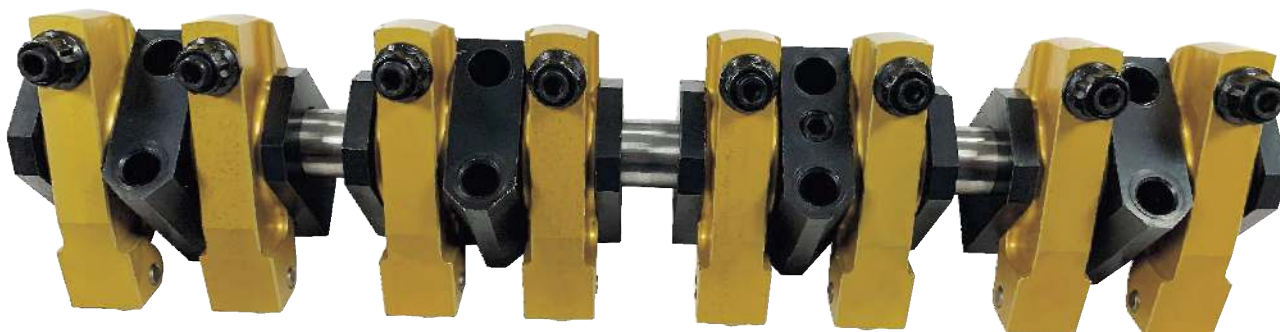


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Photo Gerard Hughes

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BREWER'S COOPER

#PROJECTFRANKIE APPRAISAL

The Mike Brewer '64 Cooper arrives at Acespeed.

The Lancaster Insurance Classic Motor Show was the first opportunity that the Acespeed team had to take a proper look at the Mike Brewer Mini Cooper S. It's a genuine 1964 Cooper in unrestored state, having had some changes made in its history. The shell is going to be

through a colour change from Almond Green with a white roof to the Works colours of red with a white roof - a fairly common colour change associating it with the Cooper's motorsport heritage.

Andy Harrison and his workshop manager Daz Hocker, started by examining the car to identify the key

it is affectionately known), demonstrates the usual signs of decay on an early Mini. The floors, door bottoms and subframes show significant rust.

Out of curiosity we rub away the paint to see its paint history and find no evidence of the Almond Green paint that it came out of the factory with. This further confirms the suspicion that it has been re-shelled. Mike has decided to revert back to the original Almond Green with a white roof.

Andy and Daz then cast their eyes over the interior. The interior has been improved during its lifetime with the more comfortable seats and walnut veneer dash of a Riley Elf. All the interior trim panels are in poor condition. The whole of the interior will have to be replaced or retrimmed to match the Almond Green body colour. Carpets and headlining too are only

changed with a replacement by British Motor Heritage.

Back in the workshop we put the car up on jacks and worked through the car. The first question is... how much is left of the original car?

Fortunately, registration documents and the heritage certificate confirm it is a genuine Cooper S, though it has gone

stages of the build. Another member of the team is Jack, the new apprentice. He will be working on the restoration as part of his training to become a classic car restoration engineer.

We start with the bodyshell. There is some speculation that the Cooper may have been re-shelled as it appears to be a shell from 1962. As expected, Frankie (as

"The first question is... how much is left of the original car?"

fit for the scrap bin. The steering wheel is a Mountney period replacement which should restore really well. On the floor is the unattached dip switch which should be fastened to the floor, though it still works.

The biggest challenge is going to be the seats. The ones currently installed are not right for the car but fortunately Newton Commercial are able to supply the right frames for reclining seats and the interior trim in green with gold brocade. Naturally the walnut dash will be coming out and replaced with a central binnacle.

Mike has made it clear that he is not after a concours car. He is looking for what he calls a 1964 – 2020 Cooper. Something that captures the spirit of the original car but is fun to drive in 2020



Frankie is now safely housed in the Acespeed workshop and the resto can begin.



Walnut Elf dash will be removed.



Rust is lurking in all the usual places.



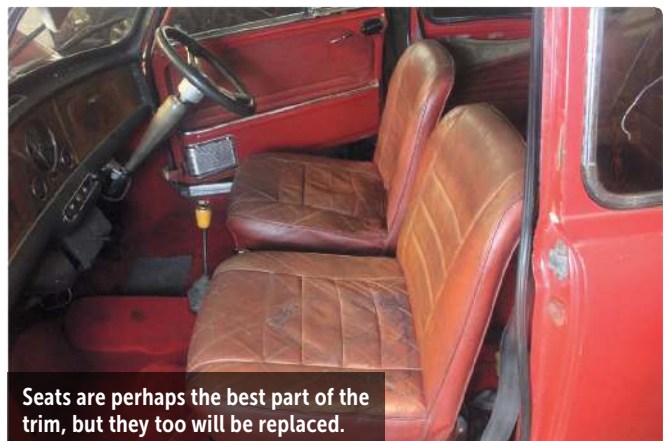
The team have declared the engine to be in good shape but will still be stripped.



Members of the Yorkshire MCR give the Cooper a close inspection.



Master cylinders are the wrong type and will make way for the correct parts.



Seats are perhaps the best part of the trim, but they too will be replaced.



The twin 1.25 inch SUs will be sent off to Burlen for full refurbishment.



Brightwork is looking shabby and will let down the finished car - rechrome or replace?



road conditions. So, we plan to make a few subtle improvements to the car to make it more driveable and safer.

Next, we come to the engine and gearbox which according to the milometer have completed 66192 miles, but who can say how accurate that is? We have road tested the car and the engine goes very well. It zips around nicely and gives us no real concern, likewise the gearbox. Both will be stripped and checked for wear and re-machined where necessary. As part of the improvements we will be rewiring the car and replacing the dynamo with an Autosparks alternator which will make it more reliable.

Everything else in the engine bay including the servo and the coil will be refurbished or replaced. The master

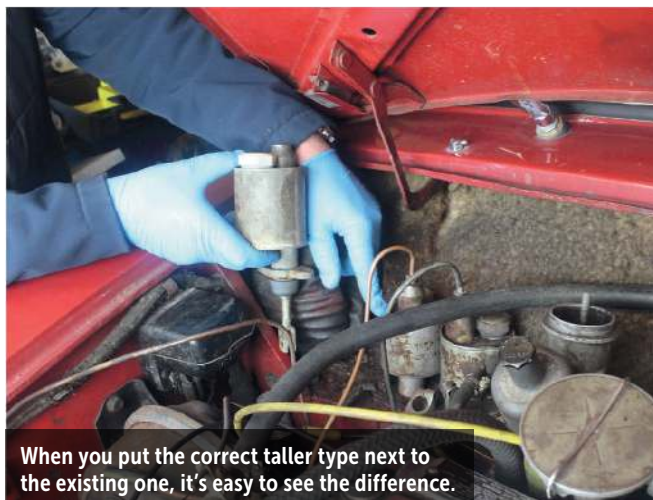
cylinders are not correct and will be changed for the period correct parts. Where we can, we will retain the original parts following refurbishment, rather than buying new and this includes the period correct wiper motor and the fan which makes the engine sound like a proper Cooper. The twin SU carbs will be sent away to Burlen Fuels Ltd who specialise in bringing back to life classic carburettor systems.

ON THE BRIGHT SIDE

Most of the brightwork is looking shabby and will need to be replaced or re-chromed. Given the new paint job, not restoring the brightwork will let the car down. The wheels are reverse rim Cooper wheels which were not fitted to the Cooper S, though it was a



Andy and workshop manager, Daz, decide on the schedule of work.



When you put the correct taller type next to the existing one, it's easy to see the difference.



Dip switch is correct but it's not been fixed to the floor.



Jack the apprentice gets a few pointers.



All safety related items will be renewed.

popular modification at the time. The choice will be to refurbish them, replace with the correct steel wheels or change to Minilite alloys.

Mike has already said that he is not looking for perfection, but a fun useable car that puts a smile on his face every time he drives it. We invited the Yorkshire branch of the Mini Cooper Register to take a look at the car, identify any issues and suggest ways of making the most of the improvements that are possible today.

Over thirty members turned up at the Yorkshire meeting of the Mini Cooper Register all keen to take a look at the newly discovered Cooper. There was great enthusiasm for the car's restoration and genuine pleasure that it would be back on the road within a year.

Members were relaxed about the re-shelling, especially as the shell seems to be from a 1962 850 Mini and putting it back into the period correct shell was

definitely the preferred option. As for the upgraded interior there was universal support for returning it to the correct configuration and some helpful suggestions for appropriate after market seats that still captured the look and feel of the car in period.

There was some debate about the bumpers and whether they had over riders in 1964. The consensus was that they did, but we need to dig further to be absolutely sure. Other than that, the Club were satisfied that this was a car that would be deserving of the Mini Cooper S title and welcome at any of their future events. **ITV**

THANKS TO:

With thanks to Acespeed Historic Motorsport www.acespeed.co.uk and The Mini Cooper Register www.minicooper.org



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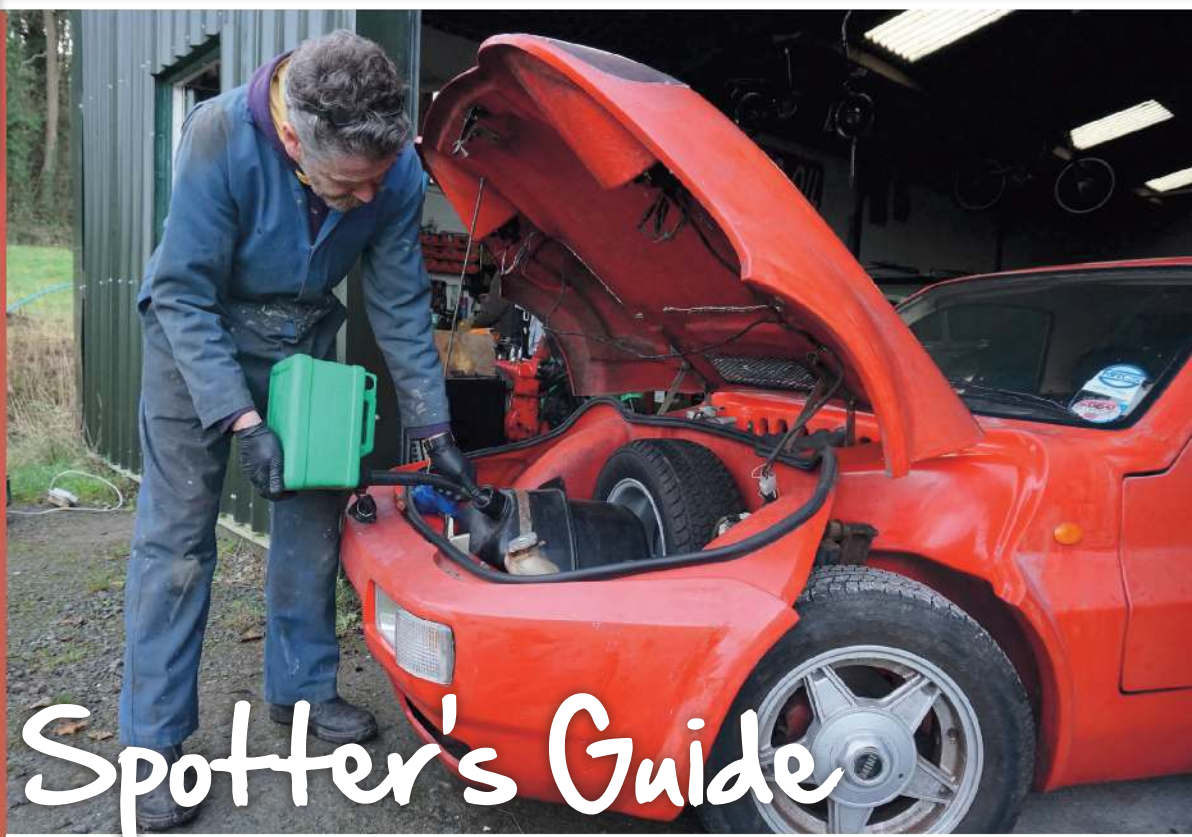
MINI LIFE Been into Minis for as long as I can remember. Worked on the first issues of Mini Magazine in 1996, and was editor from 1997 to 2001. Never been too far away from Minis, the scene or the magazine.

MINI SPEC Standard 1969 Riley Elf with lots of rust, split seats and mostly functioning mechanicals.

GTM Rossa with MG Metro 1275cc engine. Been in long term storage so will need lots of work if we're to take it out on the track this summer.

MINIS OWNED

Quite a few over the years including a Mkl 1275GT, van, several estates, Status 365 and many cheap and cheerful saloons.



Spotter's Guide

Before we get the GTM running, we need to work out what came from where...

I've been rediscovering that winter is a frustrating time to take on a new project. Short days and freezing temperatures are not a great incentive to get into the lockup, so we've had a pretty unproductive few weeks with the GTM.

My first objective was to find out what we might need to hear the car running. With the keys lost while the Rossa had been in storage, there were a couple of obvious problems. Firstly, the car was out of fuel and the locking petrol cap key had obviously gone with the rest. Refuelling wasn't going to be straight forward. Secondly, the ignition barrel had been removed to allow the GTM to be manoeuvred, and the engine could be turned over by twisting the surviving part ignition switch with a screwdriver, but it wasn't ideal.

The fuel cap problem proved to be fairly easy to solve. Hammers, screwdrivers and a drill were assembled for a messy session. Then lockup mate, Merv, suggested trying some of the many keys we have lying around the place. A squirt of WD40 to ease things along, and within ten

minutes, we found a key that actually worked and the cap was off.

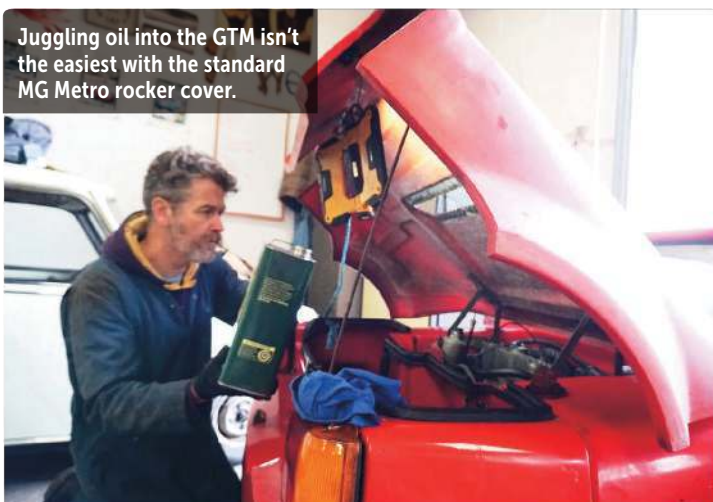
The ignition barrel didn't look like being quite as straightforward. Peering under the dash, the column looked sort of Mini-like, but not quite. The fact that all the door locks are clearly MkII Metro also suggested that the column, and therefore the ignition barrel were probably from the same source.

With the light failing, I knew I

wasn't going to get the GTM sorted, so made checking all the fluid levels my last task of the day. Dipping the oil involves diving down between the rear screen and the front edge of the bonnet, but with a torch, it's easy enough. I added some oil to bring it up to the mark and went in search of a Metro ignition barrel and keys.

Finding a new ignition barrel proved to be easy. Five minutes on ebay and I had a NOS one with two

Juggling oil into the GTM isn't the easiest with the standard MG Metro rocker cover.



To do list

1. Make an ignition switch out of the parts I have.
2. Degrease the engine and fit oil seals.

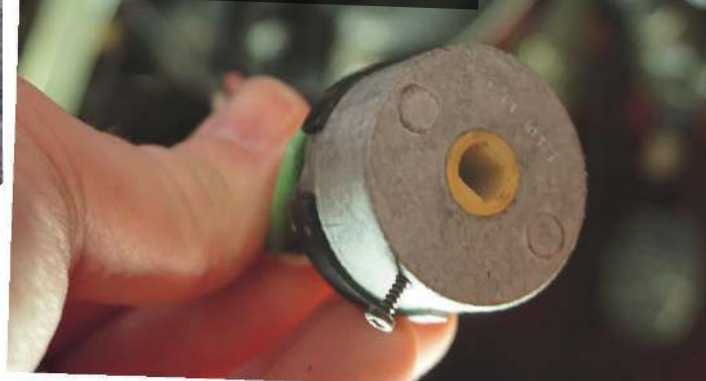
New old stock ignition barrel and keys were picked up on eBay.



This is the key which actually turns the switch part of the ignition barrel...



... which turned out to be a completely different design to the one already on the car.




"The oil I'd used to top it up was now on the workshop floor"

keys on its way. And on my next workshop afternoon, I was ready to get it all sorted. That was until I went to move the GTM and noticed the half litre or so of oil I'd used to top it up was now on the workshop floor.

A car that has been off the road is always going to need some attention, and rubber seals don't survive years of inactivity well.

Sure enough, peering underneath with a torch the trails of oil from the driveshaft seals and the gearbox rod change oil seal were very obvious. A big clean up and oil seal swap will be

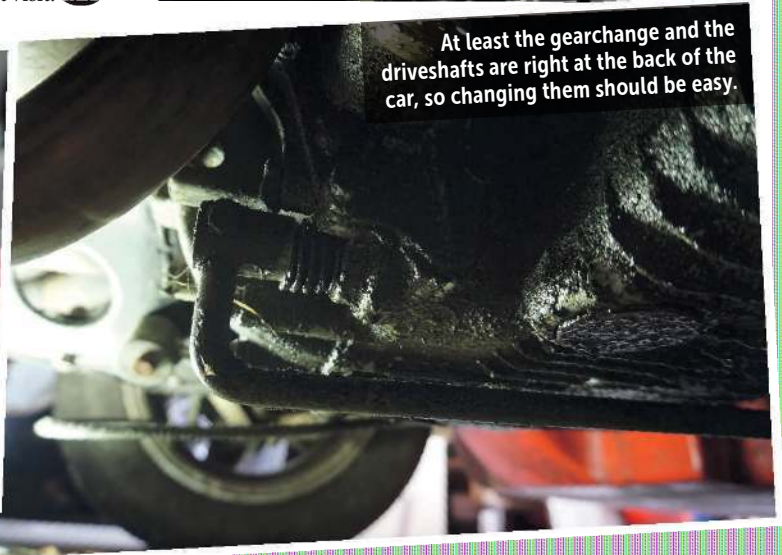
needed before we start the engine then. At least as the engine is at the back on the GTM, they're very easy to get at...

As for my ignition barrel. Yes, the casting is the right shape so it fits to the column and the key sits in the correct position, but the wiring, switch and plug are different. I'm guessing there were at least two versions then. The wires at least are the same colours, so I have everything crossed with a bit of shuffling around, it will do the job. We shall see on my next visit. 



Not too sure what the column is off but now features a UJ on the bottom end. New barrel fits anyway.

Barrel fits but the plugs don't – old on the left, new on the right. Wires might prove to be interchangeable.



At least the gearchange and the driveshafts are right at the back of the car, so changing them should be easy.



Kevin Taylor
Guest Writer

MINI LIFE This is the sixth Mini I've owned, all fairly standard – 79 850 SDL was the first. Had a long career break before returning in my mid 40s (inevitably).

MINI SPEC 1400 A-plus 74mm NOS forged Omega pistons. 11 stud 12G940 head, 1.5 Roller rockers. Swiftune SW5 cam. Dry decked. Pre-vertu clutch set up.

MINIS OWNED

1979 1100 Special
1979 - standard
1979 Van 1400 with high maintenance paint

Master engine builder
Ron surveys the head.



Dry January

Kevin takes some advice from his engine builder and goes dry.

"I think we should convert it to a dry deck set-up," came the call at around 10pm in early December from Ron Jones the engine builder. Eh? What's that then?

At that stage I had absolutely no idea what a dry deck was and why I would want one, so a little context may help. I'd had the van a few years and had a total body and paint restoration followed by an interior

refresh early in 2017 (it was featured on these pages in September 2017) and some readers may have seen it at the various shows. It's an original black as well which always adds a bit of interest.

However, the engine was untouched at that stage, having bought it as an unknown 1380. It ran well until it didn't and some indeterminant oil pressure problem

ended up with a bit of a bang, a large black puddle on the drive and a shattered filter... Time for a refresh and rebuild.

I knew Ron from when he'd rebuilt my 1100 Special and he had done a brilliant job. He's proper old school – building race engines since the early 60s, ran the Chrysler works team in the 70s and a list of race wins as long as your arm - he really knows his

All of the water galleries are
blocked - in this case - with brass.

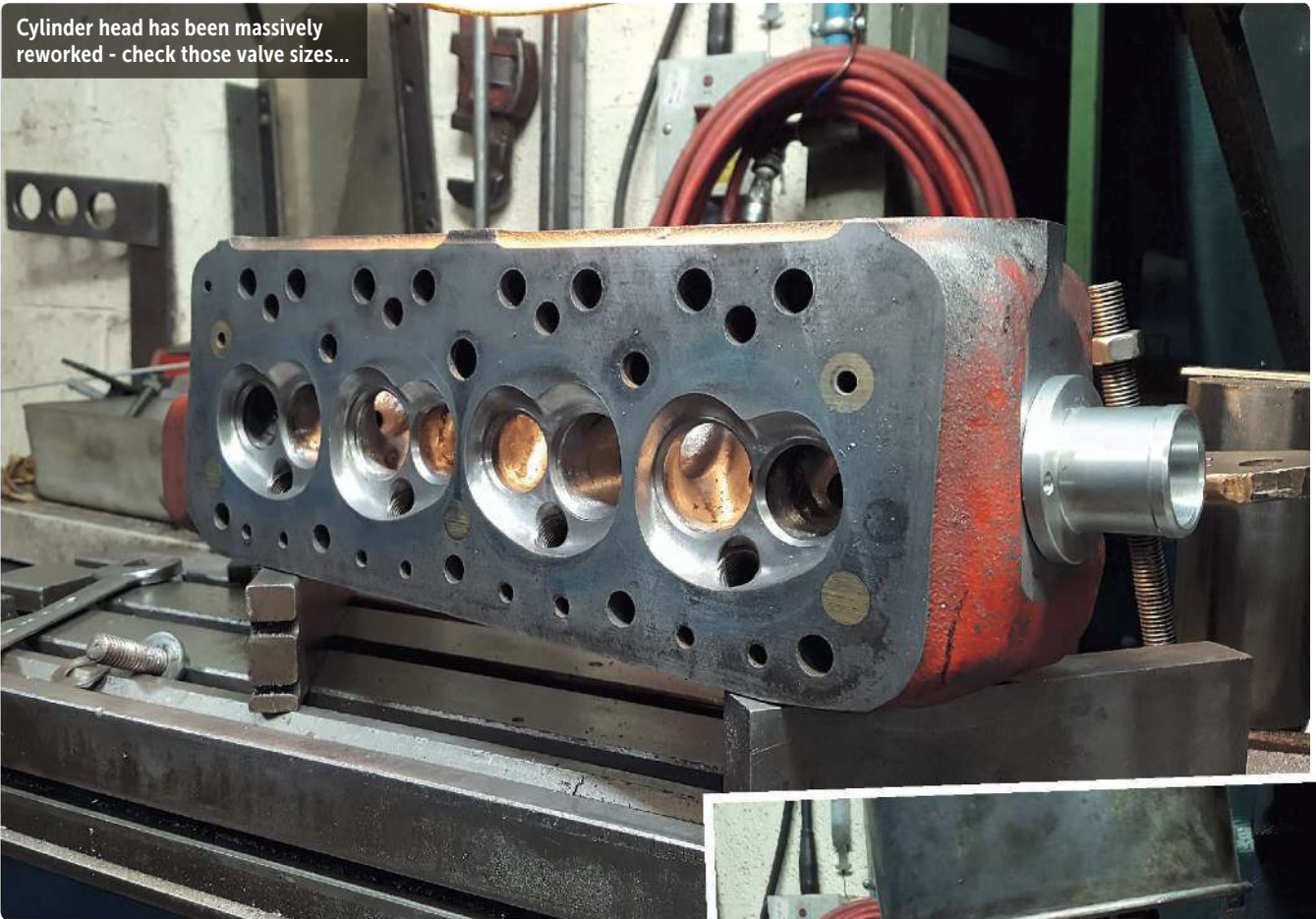


Finished setup clearly visible here.

To do list

1. Sort the underheating (?) problem out
2. Water pump is leaking

Cylinder head has been massively reworked - check those valve sizes...



"He's proper old school – he really knows his stuff"

stuff. He still works seven days a week and is often at his unit in Telford until 11pm – they've stopped making people like that. We decided that this time we were going to go for a higher spec and performance to make things "interesting". It would be a 1400 with all the trimmings.

So the engine was duly pulled apart and Ron started to work his magic – crank lightened and balanced, flywheel sorted (a work of art), NOS 74 mm Omega pistons (a lucky find) and lots of machine work together with a gearbox rebuild meant we were ready to look at the cylinder head.

The chambers were reworked and a set of 1.5 roller rockers was decided on. Disappointingly, despite being brand new these needed major machine reworking as the spec and tolerances were not just up to the job but eventually, we got there.

There's no head gasket as such – with the bore being an odd size there was no cometic gasket available and it needed to be 3mm thick to maintain the correct compression ratio which no custom manufacturer could do. So, it was machined and flatted to a point where a thin coat of Viton spray was all that was used – and hopefully needed.

So then, the "dry deck" question (and apologies in advance to those who know). But what is it?

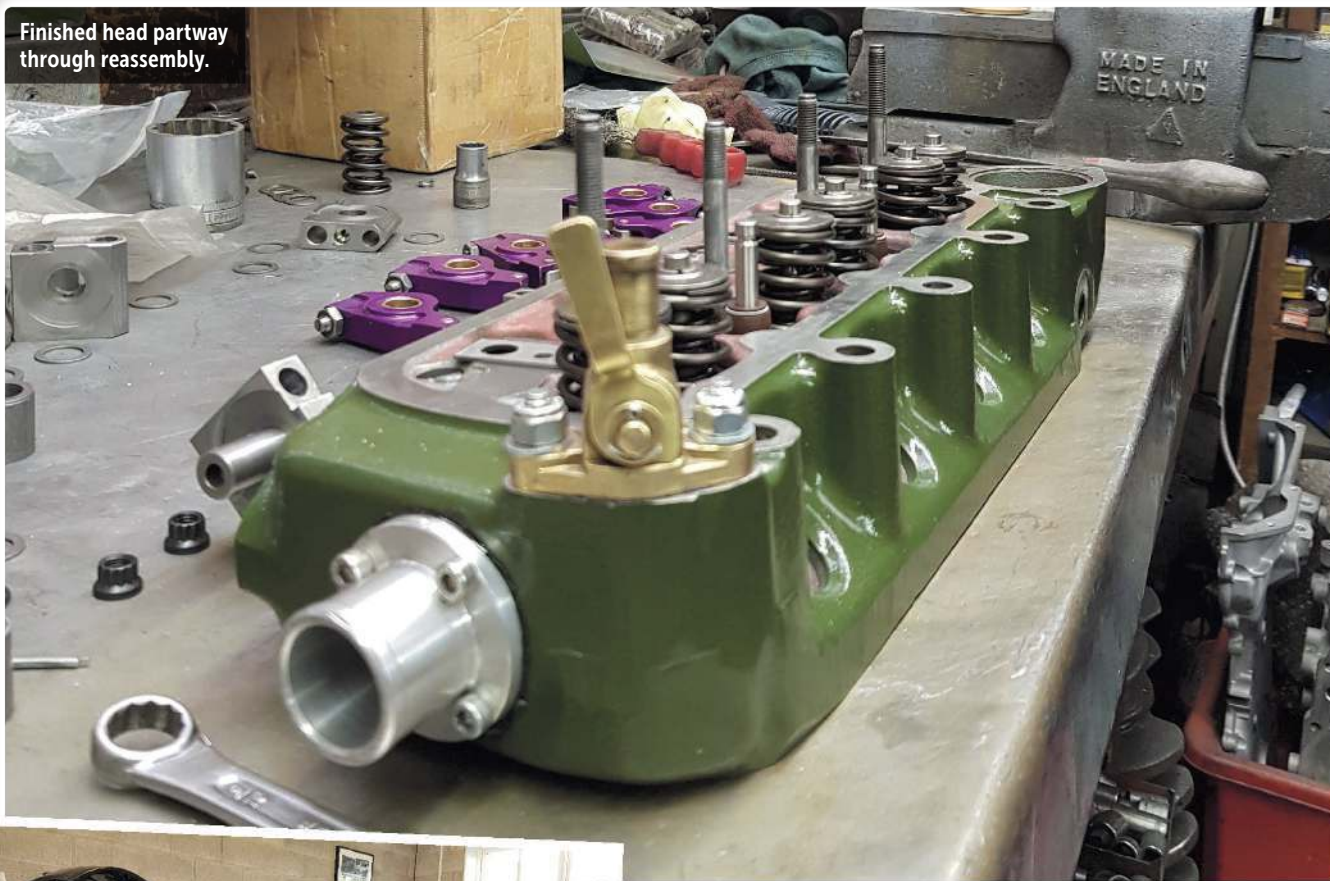
It essentially involves making the sole water entry point for engine coolant at the number 4 end of the block. This means that the temperature between number 1 and 4 cylinders, which can be significantly different (10 degrees or so) on a standard engine, becomes much more even.

This equates to fewer potential problems plus improved power



Head water inlet involved machining a flat area, and then adding an aluminium boss.

Finished head partway through reassembly.



Van features factory black paint and a mile deep shine.

"The spray head gasket appears to be working perfectly so far"

and reliability (in theory at least!).

To do this involves blocking up all of the water galleries in both the block and head. This can be done with a modified head gasket or grub screws but we decided that the best option was to plug the holes with brass and then machine it all perfectly flat.

This ended up being a lot of time and effort – there's 20-odd of the things to get right but it is the best (and most permanent solution). This then means there's no water flowing through the head gasket at all.


For the head, a flat is machined on the end and a hole created onto which an aluminium adapter/boss takes the hose. This then joins the boss on the block which is attached by removing one of the core plugs.

It's a simple enough job engineering wise but very fiddly and time consuming.

Ron was adamant though that it was worth doing – the engine spec is

very decent – it's putting out 104hp, so I guess anything to help and maintain it is a good idea. I've no idea at this stage whether it makes any difference performance wise but if nothing else it certainly looks nice (I'm shallow like that).

So then a flurry of reassembly, getting the engine back into the Minivan and running, and then a trip to the rolling road. The spray head gasket appears to be working perfectly so far.

I've been driving it a few weeks now and so far, so good other than the state of the lanes around where we live. Using an infrared thermometer, I've been able to measure the temperature at various points on the head and it is running more even than it was before. If anything, it's running a little cool, but I think that may be the over specced radiator which is working a bit too well. I'll add that to the (ever increasing) list of Spring jobs... 



Back in place running too cool – more problems to sort...

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Tim Harber

Contributor
www.minimail.co.uk

MINI LIFE Driven them since 1967 and started a business around them in London in 1977. Moved to the countryside in 1989 to allow more space to fit cars and family in. Started racing in 2002 (aged 52). Have raced Mighty Minis but have concentrated on Historics since 2010.

MINI SPEC 1961 Racer is re-shelled test bed-come-toy (last out with a seven-port motor). 1965 1293 Racer is built to FIA Appendix K Historic regulations. 1967 Woody was wife's daily driver for seven years, and is now resting. 1974 Mini Marcos is waiting for everything to be restored. 1992 Rover Cooper is a fuel-injected Super Mighty Minis race car.

MINIS OWNED

1961 Racer
1965 FIA spec racer
1967 Woody Estate
1974 Mini Marcos
1992 Rover Cooper



There's always plenty of interesting stuff at Ron's premises.



Auto chess pieces ready for play.

Old times revisited.


Tim finds a new way to play with Minis and he's nowhere near the garage...

I was going through old photos and found some of my chum Ron Smith who has run Runamoke – the original Moke specialists since 1965. He used to be in south London when I was also based there but he went East and I went West when we both departed London.

I went to visit him 20 years ago in Essex. He will just about be 90 by the time you read this and he shows no sign of giving up running the business. Better still, if his pic gets published, I may not have to buy him a card – Happy Birthday, Ron!

I did recently try to have a game of chess on one of my few Mini-related knick-knacks. Some 25 years ago, I was involved with chum Nick Rogers who runs a Mini business in Sheffield getting some chess players made with classic cars standing in for chess pieces; Daimler Sovereign for the Queen, Rolls for the King, Volvo P1800 for the Bishop (it was the TV Saint's car), Land Rover as the Castle (straight up and down) and of course our humble little box as the Pawn. I even had a special board made. Problem was that my wife and I play

chess so little that we quickly forgot what the players represent and could do, so it went back in its box for another five years...

We got round to making a cooling system pressure tester. I've been too tight to buy one where you put a dummy rad cap on, pressurise it from outside and a gauge will show if it's losing pressure without the engine running. We modified a standard rad cap to take a bolt in tyre valve. No actual measurement of pressure but at least you can see and hear where it's leaking. 



To do list

1. Buy new safety stuff for racing
2. Save up for roll cage in Biota



Tim's homebrewed pressure tester/bodged radiator cap!



Ron Smith in 2000.



Everything Moke at Runamoke.

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11247

COOPER



1998, 92,000 miles, £7,500. Engine and gearbox rebuilt, brand new block crank and pistons, lightened flywheel, new clutch, new head and valves, roller tip rockers from Minisport, KandN air filter, gearbox reconditioned by Bill Richards, cream leather interior and brand new wooden dash. Please call 07715 271742, Kent.
11448

COOPER



50,000 miles, £9,999. New everything. Even the cover comes with it (again from mini sport). Kept in dehumidified garage. Everything works just fine as it should. 12 month MoT is of note, leather interior. Please call 07973 444778.
11069

COOPER



1994, £4,995 ONO. Fully rebuilt, new panels, no corrosion, new interior, engine and gearbox are fully rebuilt, Bluetooth media, unit with reverse camera, no expense spared over £3,000 spent. Please call 07951 174292.
10955

COOPER



1989, £2,750 Ono. Flame red, original panels and sills. Runs and drives well, original interior, chrome features added and needs some cosmetic work, worth a look. Please call 07970 273201.
11744

COOPER



98,000 miles, £2,999. Leather seats, manual gearbox, power steering, remote central locking, stereo and CD player, electric windows, alloy wheels, ABS brakes and rear head rest. Please call 02380 766870, Southampton (T).
11484

COOPER



£11,500. Unique custom, professional fresh build. Stage 1.1275, Lamborghini pearl grey/Black pearl, roof and detailing. Show car, never been shown! Absolutely gorgeous, thousands spent, tonnes of new parts and hardly used since completed. Please call 07932 434217.
11547

COOPER



1979, 72,000 miles, £4,995 ONO. Much loved and has been in the family for 35 years. Great runner and great condition throughout with lots of new parts, some rust bubbles on A panels but underneath, floors and boot all solid and MoT to May 2020. Please call 07780 608498, Wiltshire.
11659

COOPER JCW



£9,999. Ex Mini Challenge Engine. Built for track days/trials. Single seat. Roll cage. Road Legal, superb condition inside and out, very low usage. Please call 07921 666890, East Sussex.

11263

COOPER S JCW



2003, £5,000. Multiple optional extras and upgrades, well loved and looked after Mini Cooper S JCW, 225 upgrade with documentation. Please call 07568 179629.

11334

COOPER SPORT LE



£15,995. This example in my opinion is the best colour scheme of Brooklands green with matching green leather interior, carpets and wooden dashboard. The car has an alarm and immobiliser with remote key fob and 2 sets of keys. Please email philiptristram@hotmail.com.

11259

COOPER S



£17,950 Ono. No 918077A MK1 '60s' shell, 1,275 S running gear. Morspeed 1,293cc S, 11 stud, twin SU carbs, synchro S gearbox, Spicer couplings, S discs, oil cooler, twin tanks. 23,200m is warranted. Inside brake pipes/pump. New Minilites/tyres. Perfect. Please call 01628 483539, Bucks.

12312

COOPER S JCW

2003, £5,000. 225 upgrade and multiple optional extras and upgrades, well loved and looked after mini cooper S JCW. 225 upgrade with documentation. Please call 07568 179629.

12162

ITALIAN JOB



1993, 72,000 miles, £4,750. Only 1,750 were made 1000 to the UK market 750 to the Italian, MoT until August 2020. Owned it since 2010. Very good condition. Please call 07519 228096, Surrey.

11694

RS3



2001, POA. Silver body black roof. Stored in garage and in good condition but not used. Please call 07752 730983.

11952

MAYFAIR

MAYFAIR

1987, 64,000 miles, £8,750. Owned for 10 years, completely professionally restored, including underbody rustproofing, new upholstery, larger radiator, quartz headlights, heated front window, temperature gauge, good speakers, stainless exhaust and bumpers. Excellent condition throughout. Please call 07900 431978, Herts.

12532

MAYFAIR



1988, 29,000 miles, POA. 12 months MoT, denim blue, no rust no rot, beautifully standard inside and out. Not a better one around for the price and needs viewing to fully appreciate. Please call 07764 306103.

12474

MORRIS

1000



1986 63,400 miles, £3,500. Blue, Union Jack roof, alloy wheels, many new parts and runs well. Please call 07876 053543, Hertfordshire.

12176

1000



1972, 26,200 miles, £11,495. With very few stone chips the paint work is in excellent condition. Clearly the restoration was very well carried out. The period vinyl seating is in excellent condition and the tan colour complements the harvest gold paintwork beautifully. Please call 07885 742090, Langton.

(T)

11374

SPRINT



1960, £7,000. MKIII re-shelling. 998cc, alloy wheels, 'S' brakes, RC40, adjustable suspension and neg camber arms. Bucket seats, HIF44, alloy inlet and alloy rad. Tax/MoT exempt. Please call 07922 471710, West Midlands.
10611

PICK-UP

PICKUP

1979, £4,500. Body work needs attention. Please call 07934 926205, Milton Keynes.
11418

PICK UP



1980, 67,353 miles, £13,950. Based on Fiat panda 4 x 4 MoT 15/08/2020, 13" in alloy wheels, s.s exhaust, load bed and sides alloy tread plate. Please call 07885 808985, Fife.
11576

ROVER

COOPER



1999, 18,000 miles, £POA. One private owner from new. Excellent condition, MoT, garaged. Please call 07444 016386, West Sussex.
11131

RI PROJECT



1989, £2,500 ONO. Project sound shell, small roof repair required, 199 4xv RI engine, loom, clocks, carbs, everything required for project and loads of spares including 2 doors. Please call 07957 469405, Cumbria.
11249

RACING GREEN LE

1989, 89,000 miles, POA. MoT July 20, 60+mpg, low insurance and a suitable first car. Please call 07907 029532 or email deliverance4u4u@gmail.com, NW London.
10947

ROVER COOPER



1992, POA. 12 months mot with no advisories, starts and runs first time, new steering rack gaiter and windscreen wipers for mot, mechanically sound but could do with the front wings looking at as they have visible rust but has just passed MoT with them. Please call 07926 036767, Dartmore.
12018

ROVER MINI



1992, 56,591 miles, £4,500. Superlight alloys with 175/50 R13 Yokohama tyres alloy superfin rear brake drums and mintex shoes just fitted. also new front brake discs and pads RC40 exhaust system. Please call 07909 516247.
12556

ROVER MINI COOPER 1.3i



2000, 79,000 miles, £3,250. Anthracite/ white, MoT June 20, new rear sub frame, rear shocks, ss exhaust, bumpers and grill. It needs body work and 2nd gear synchro. Please call 01728 454988.
11065

ROVER MINI LAMM CABRIOLET



1993/94, 20,000 miles, £12,000. Has been dry stored for over 20 years. Only 300 models made. Believed that only 134 exist with DVLA - 18 road taxed and 24 SORNed so a very rare car. Has been fully wax oiled and engine serviced with genuine Unipart parts. Lamm spec (same as ERA Turbo). Body kit, side skirts, wheel arches. Has had paintwork. Please call 07767 427347.
11136

ROVER MINI MAYFAIR



1992, 61,000 miles, £3,250 ONO. MoT August 2020, 13" wide wheels, sport arches, new carpets and interior could do with a tidy E.G. headlining etc. Please call 01352 781023, Flintshire.
10988

ROVER MINI

1994, 33,000 miles, £9995.00. Nineties reliability, sixties looks, based on Rover Sprite. Over £10k spent turning this car into a long-distance tourer and reliable daily driver. 5 new Minispares ST-Minilites, 5 Dunlop SP tyres, Cooper S brakes, hi-los, brocade interior + oval dash, etc. Maintained by Wood and Pickett and VmaxScart. Please call 02083 980287, Surrey.

10298

ROVER MINI COOPER 1.3i



2000, 79,000 miles, £3,250. Anthracite/ white, MoT June 20, new rear sub frame, rear shocks, ss exhaust, bumpers and grill. It needs body work and 2nd gear synchro. Please call 01728 454988.

11065

ROVER MINI SPORT



2000, 49,000 miles, £12,500 ONO. One of the last 500 off the line in good condition and garaged. MoT March 20 and full history. Please call 07779 418087, Worcs.

10817

ROVER RIO



1993, 55,000 miles, £3,499. MoT August 2020, Alloy Wheels, Wood Dash, Radio/Cassette Player, Good Condition, Working fine, ready for everyday use or weekends. Offers considered. Please call 07779 775981, Somerset.

11402

CARS WANTED

CLUBMAN ESTATE



Wanted. No restoration projects but don't mind a small amount of paintwork. Please call 07733 117621.

10770

MKII

1968/69, Wanted. Please call 07958 728493, London.

MKI/II/III

Wanted. Any condition, good or scrap and any mini. Please call 07979 406536.

11520

PARTS

2 X MINI SPARES



£30-£100. Roller tip rocker assemblies. One set low mileage, very good condition £80. One set good condition bur rollers need replacing £30. £100 for both. Please call 07786 074878, Portsmouth.

11315

25 ORIGINAL STEERING WHEEL



£50. Please call 07979 406536, East Yorkshire.

12384

ALLOYS



£180. Set of exacton 4 x 5 x 10. Please call 07979 406536, East Yorkshire.

12384

MINI BODY SHELL



1965, 47,711 miles, POA. Re-shelling. Had a new body shell in 1984 which was heavily wax oiled at the time. Virtually perfect. Please call 07729 241005, Surrey.

11898

MINI COOPER S REMOTE BRAKE SERVO



£40. Fits any single line system. Please call 07979 406536, East Yorkshire.

11750

MINI HYDROLASTIC SUSPENSION UNITS



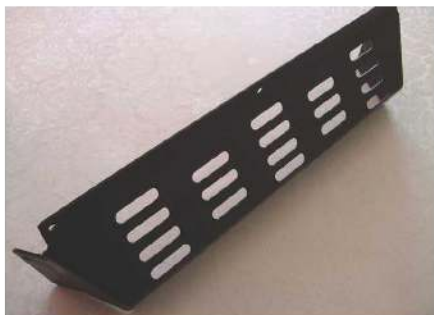
£850. Set of 4. Please call 07979 406536, East Yorkshire.
11423

MINI MANIFLOW



£120. Manifold large bore manifold CLM 005 and Manifold 2 inch twin box, side exit exhaust system LST 005A. Rusty but still solid. Please call 07786 074878, Portsmouth.
11314

MINI S SUMP GUARD



£150. Never used or fitted. Please call 01217 050849, West Midlands.
11925

MINI SUMP GUARD



£30. Strong and light. Please call 07979 406536, East Yorkshire.
11749

MKI/II MINI PASSENGER DOOR



£90. Please call 07979 406536, East Yorkshire.
11255

MKIII PARTS



POA. Mini left over from restoration. Please call 07788 821542, Essex.
11883

PARTS WANTED

COOPER S SPEEDO

Wanted. To finish rebuild also ear seats any brocade trim or parts etc. Please call 07979 406536.
12350

FULL ROLL CAGE

Wanted. Any condition or full Mini car/shell etc. Please call 07979 406536.
12349

MINI ROLL CAGE

Wanted. Any condition considered. Will buy full mini or shell etc. Please call 07979 406536.
12083

MISCELLANEOUS

UNFINISHED PROJECT



£8,500 ONO. Blueprinted engine just reconditioned at green and white, solid shell with many new parts including discs /4 pot callipers, gas shocks, s/c c/, gearbox, torque starter, alternator, hydraulic handbrake and many suspension bits. Please call 07917 450063.
12563

WORKSHOP MANUAL



£28. Factory edition, published by British Leyland in 1972, par no AKD 4935. Please call 07399 359072, Canterbury.
12480

MISCELLANEOUS WANTED

MINI BONNET BADGE



Wanted. For 1996 BMC mini. Please call 07938 945451.
12026



SALE

MASSIVE SAVINGS!

All prices include VAT. Mini Sport disclaims any liability for errors & also reserves the right to modify all or any part of the product descriptions & prices.

Mini Sport Cylinder Heads



(all prices are exchange, we need your old cylinder head)

Nearly 50 years in development, with British craftsmanship, Mini Sport Modified Cylinder Heads are World Class!

Mini Road (Stage 2)

Improved gas flow, increasing power and economy. Perfect for town, traffic & open roads.

850cc, 998cc, 1098cc - (29mm/25mm)	£936
1275cc incl injection - (35mm/29mm)	£877

Road Sport (Stage 3)

Improved gas flow, larger valves, designed for maximum power, torque & economy.

1275cc A+ A series carb models only	£1091
-------------------------------------	-------

Grand Tourer (Stage 4)

Greater gas flow & competition valves, engineered for mid range power & torque for better economy.

850cc, 998cc, 1098cc - (32mm/28mm)	£1354
1275cc incl injection - (35mm/30mm)	£1278

Recon' Cylinder Heads

Finished to the highest standards to original spec, a simple replacement for the original cylinder heads.



NOW FROM £378

850cc, 998cc, 1098cc	£437
1275cc A+, A series	£378

(all prices are exchange, we need your old cylinder head)

Rolling Road Tuning



10% OFF
Rolling Road Tuning
Valid until Spring 2020

Performance Engines



1293cc or 1380cc

Engine Kits	Stage 2	Stage 3
1293cc Half engine kit	£1062	£1220
1380cc Half engine kit	£1249	£1412
1293cc Short engine kit	£1414	£1574
1380cc Short engine kit	£1601	£1770
1293cc Full kit (carb model)	£2260	£2549
1380cc Road kit (carb model)	£2447	£2686

Built Engines ready to fit		
1293cc Carburettor engine	£2803	£3123
1380cc Carburettor engine	£2990	£3240
1293cc Injection engine	From £2900	-
1380cc Injection engine	From £2755	-

Engine Stabilisers



Competition Stabilisers	
1275cc Type	
Injection Type	
850/998/1098/1275cc & injection	From £28

Engines

For over 40 years we've been producing a range of quality reconditioned engines built on a long established commitment to engineering excellence.

Engines	Engine	E&G*
998cc - A series, A+, Cooper	Fr. £2360	Fr. £3642
1275cc - A series, A+	£2328	£3683
1275cc - Cooper carb	£2399	£3764
1275cc - SPI and MPI	£2325	£3691
Surcharge	Fr. £1050	Fr. £1350

* E&G - Engine and Gearbox

Oils



NOW FROM £8

Classic Oils	
Millers classic Mini 20/50 (5litres)	£25
Millers sport CTV 20w-50 (5litres)	£42
Castrol XL20w50 (4.5litre)	£32
Castrol XL20w50 (1 litre)	£8
Oil filter head - spin on - A series	£14
Oil filter - spin on type	£4
Oil filter - spin on - 1996 on (PH4952)	£4
Oil filter element - early pre Spin On	£7

Dipsticks



NOW FROM £8

Chrome - silver, red or blue top	£8
Paddy Hopkirk - black or red	£23
Cooper Dipsticks (5 Designs)	From £35

NOW FROM £35

Crankshafts



Brand New	
1275cc	£439
Reground by Mini Sport	
Full range, exchange	From £273

(Regrounds complete with bearings & thrust washers)



over 20% Power Increase	
NOW FROM £214	
H54 Carb type	£214
H144 Carb type	£214
Mini van / pickup	From £221
Carb type - half kit no exhaust	From £144
Injection type - piercecross filter	£304
Injection type - K&N filter	From £339

Stage 1 Tuning Kits

Developed to achieve significant power increase, improved acceleration and top speed with better fuel consumption, whilst still maintaining engine reliability.



- Superflow Exhaust
- 1.5 roller tip rockers
- Performance airfilter • LCD manifold
- Head Gasket Set • NGK spark plugs

Alloy Roller Rockers



1.3:1 Ratio	
1.5:1 - standard	
1.5:1 - uprated fast road	
1.7:1 - competition	



ONLY £331

Rocker Covers



Polished alloy	£29
Polished alloy - with cap	£41
Chrome plated steel - with cap	£29
Meiro style polished alloy with cap	£39
Alloy with polished fins - blue or red	£38
Oil filler cap - chrome	£7
Oil filler cap - red original	£3
Oil filler cap - black original	£3
Rocker cover T bars - chrome (Pair)	£9
Rocker cover T bar kit - blue or red	£11
T bar fitting kit - silver, red or blue	£3



Paddy Hopkirk (Polished, red or blue)	From £40
Paddy Hopkirk Rocker cover T bar set	£27

Special Mini Tools



Windscreen looking strip fitting tool	£12
Suspension cone tool METRIC or LNF	£26
Piston ring compression tool 45-75mm	£15
Valve spring compressor tool	£25
Flywheel puller - heavy duty	£27
Socket - flywheel bolt & ball joint nut	£85
Brake shoe adjusting spanner	£9
Ball joint separator tool scissor type	£29
Ball joint separator tool puller type	£16
Feeler gauge set (imperial)	£10
Brake hose clamp tool	£8
Engine mounting bolt fitting tool	£14
Clutch clevis pin fitting tool	£13

Gunson



Gunson Special Tools	
Carbalancer - balances twin carbs	£27
Colourtune kit - test fuel/air mixture	£38
Exhib-rod - one man bleed - brake/clutch	£34

Camshafts & Kits



Kent cams camshaft only	From £199
Kent cams camshaft kits	From £267

Oil Pumps



NOW FROM £15	
Slot drive 1275cc	£15
Slot drive 998cc	£16
Slot drive turbo	£38
Spider drive 1275	£16
Peg drive 850/1000/1100cc.	£16
Oil pressure release valve & spring	£3
Oil pressure switch - standard	£4

Timing



Simplex set	£24
Duplex set	£32
Lightened duplex set	£49
Light vernier duplex set	£103
Kent vernier timing std	£164
Timing Disc	£12

Pistons



Prices include: Set (4) pistons, rings and gudgeon pins.	
998cc Dialed - circlip fit	From £282
1380cc Powermax 73.5mm	Set £311
1275cc Slipper high comp	From £225

Gaskets, Sets & Seals

Engine full set	From £11
Gearbox set - all Minis	£9
Head full set	From £10
Copper head gaskets	From £9
Manifold gaskets	From £1.19

Gearboxes



Completely reconditioned in our workshops. The casing is chemically cleaned & then fully rebuilt with new bearings, shafts & baulk rings.

Reconditioned 4 speed (exchange)	From £799
Straight cut 4 speed (exchange)	From £1671

S/C Gear Kits

Superior quality material, incorporating original special tuning gear ratios.



S/C C/R 4 synchro gear kit	From £479
S/C C/R drop gear kit	£217

Gearbox Repair



Bearing Kits - by Mini Sport contains all bearings to re-condition a gearbox From £82

Reconditioning kits - by Mini Sport contains all parts for reconditioning From £219

4 Pinion Diff

Pot joint type	£253
Rubber coupling type	£253
Equal length driveshaft kit (Hardy spacer)	£576

NOW FROM £253

Oil Pipe & Mag Trap

Protects the engine from any metal particles which may be in the oil.

Magnetic oil trap kit	£20
Centre oil pick-up pipe	£27
Baffle tray for Mini road change gearbox	£21

Essential for all fast road & competition Minis



Gearbox Steady Kits

By Mini Sport right or left side From only £17



Quickshift

NOW FROM £31	
Rod change type	£31
Remote change type	£31

SALE

Optimised for Mobile....

minisport.com



Clutch Parts



Clutch arm - pre verto £44
Veto clutch arm £32



NOW FROM £13

Competition diaphragm - grey or orange £92
Pressure plate - recon (exchange) £65
Pressure plate - lightened steel £86
Flexible hose standard From £5
Release bearing - tall £7
Release bearing - veto £7
Slave cylinder £13
Slave cylinder (veto) £28
Master cylinder - late type, plastic £52
Master cylinder - early type, metal £72
Clutch oil seal - orange rubber From £2
Clutch housing breather - 89on £20
Clutch throwout plunger - veto £13
Clutch throwout plunger £10

Clutch Kits



NOW FROM £69

Pre veto kit - standard up to '82 £69
Cooper carburettor - veto standard £99
Cooper injection SPI or MPI £99
Veto flywheel bolt £7
Veto flywheel keyplate £9

Clutch Plates



Mini clutch plate (S) £37
Competition clutch plate £110
Veto clutch plate £45
Sintered metallic full face £220

Flywheels



4.154 Kgs 4.432 Kgs 4.028 Kgs
Mini Sport Ultra Light 1 piece steel billet flywheels - available in 3 weights to suit
Pre-engaged type £138
Inertia type £133

Genuine Flywheel Housing



NOW ONLY £184

Fuel Tanks



NOW FROM £172

SPI - Non Genuine £183
MPI - Non Genuine £183
7.5-90 Saloon 7.5 Gallon - Non Genuine £172

Cooling



NOW FROM £66



Radiators
Alloy 2 core From £39
4 Core uprated £146
2 Core injection uprated £154
2 Core uprated £132
Cooper S/GT £56
Mini SPI £120
Mini MPI £30
Expansion tank - MPI £59
Expansion tank cap - MPI £4
Cooper S top rad bracket £8
Thermostats From £3
Thermo blanking sleeve £6
Radiator caps (7-15lbs) From £3
Hoses From £3



Fans/Belts
11 Blade plastic fan £13
6 Blade steel fan, yellow £43
Fan belts From £4
Water Pumps



NOW FROM £15

Water pumps A or A+ high capacity £15
MPI water pump £16



Heater Valves
Cylinder head mounted valve £18
Inline valve (1990-95) £28
Inline valve MPI (97on) £28



Heater Matrix
Mk 1 & 2 '59-'69 £77
Mk 3 '70-'84 £48
Mk 4 '84-'90 £46
Mk 5 '91-'01 £60



Silicone Hose Kits

Silicone hose kit 850/998/1098 From £79
Silicone hose kits Cooper S/1275 From £79
Sarnco silicone hose kits From £101

Alternators & Starters



16/17ACR pre '80 (NEW) £50
45 Amp 80-'85 (exchange) £71
55 Amp 85-'96 (exchange) £54
70 Amp 85-'96 inc SPI (NEW) £66
MP '97-'01 (NEW) £98
Dynamo - (NEW) £65
Pre engaged type - (NEW) £76
Inertia type - (NEW) £58

Powerlite Electrical



NOW FROM £172

Dynalite Alternator that looks like a C40 Dynamo - Negative Earth £115
Positive Earth £185
Dummy control box for Dynalite alternator £62
PowerLite
Hi torque inertia starter 1kw £172
Slimline inertia starter 1.6kw £242
Hi torque pre-engaged starter motor 1kw £186
Lightweight alternator £258
Adaptor alternator to Lucas plug £29

Distributors



NOW FROM £6

NOW FROM £34

Fast road yellow From £132
Fast mac yellow electronic £265
Fast road yellow vacuum adv From £163
Competition red From £155

230 Distributor - points £44
250 Distributor - points £45
250 Distributor - electronic £71
450 Distributor - points From £34
450 Distributor - electronic £68
590 Distributor - points £42
590 Distributor - electronic £69
650 Distributor - electronic £89
Red Rotor Arms
230/4 & 250/4 type distributors £6
450/4 & 590/4 type distributors £6

Ignition Parts



Ignition switch Mk4 on £43
Ignition switch MPI £64
Lucas sports coil £23
Silicone plug lead set - black, red, blue, green, yellow



NOW FROM £9

Flame thrower coil From £64
Ignitor - electronic ignition £127
Electronic Ignition System

Standard Exhausts



NOW FROM £36

Mini HF38 carb single downpipe £36
MPI & SPI downpipe £49
958/1275 single box system £45
958/1275 twin box system £61
Mini van/estate twin box system £67
Mini carb injection 92-01 £55
Mini carb cat models 93-01 £92

Carburettors



Single SU Carburettors from £335

Twin SU Carburettor Kits:
Includes carbs, inlet manifold, linkages & filters
1 1/4" HS2 £992
1 1/2" HS4 £995
Inlet Manifolds:
Single HS4/HS6/HF38/HF44 water heated £42
Twin 1 1/4" HS2 £97
Twin 1 1/2" HS4 £96

WEBER

40 - 45 DCOE Weber carburettor £129
40 - 45 DCOE Weber kit £683

Air Filters



Airfilter Mini Sport PiperX K&N
1 1/4" HS2 £34 £100
1 1/2" HS4 cone £33 £34 £87
HF 44 cone £33 £41 £91
Carb element £43
Injection element £36 £42
SPI induction kit £71 £97
MPI induction kit £71 £120

FACET Fuelling



Solid State Electric Fuel Pumps
Road Jet £54
Fast road kit £54
Competition kit £56
Interrupter Electric Fuel Pumps
Silver top road kit £93
Silver top comp. kit £95
Red top comp. kit £98
Filter King & Petrol King
Glass bowl 67mm £50
Alloy bowl 67mm £51
Glass bowl 85mm From £54
Petrol king pressure reg £50

Garage Services



10% OFF
Garage Labour Costs
Valid until Spring 2020

LCB Manifolds



NOW FROM £55

Mini Sport LCB £55
Manifold superior LCB £81
Manifold stage 2 LCB £110
Manifold large bore LCB £239
Manifold catalyst LCB (injection) £136
Manifold stainless LCB £230
Manifold carb cat LCB inc link pipe £130
Manifold injection LCB inc link pipe £146
Manifold large bore 3 into 1 £274

Exhausts



LCB SINGLE £94

CAT TWIN BOX £139
TWIN DTM £199

LCB single box system side exit £94
LCB twin box system centre exit £105
CAT twin box system side exit £138
CAT twin box system centre exit £139
CAT twin box twin DTM system centre exit £199



NOW FROM £77

Side exit, LCB £77
Centre exit, LCB £77
Side exit, Van, estate £84
Side exit, catalytic £84
Centre exit, catalytic £84

Full range of quality exhaust systems and silencers.

NOW FROM £56

Single box system £68
Twin box system £76
Rear silencer £56

NOW FROM £82

Single box system £100
Twin box system £109
Rear silencer £82

NOW FROM £68

Single box system £76
Twin box system £86
Rear silencer £68

NOW FROM £76

Single box system £92
Twin box system £98
Rear silencer £76

FLETCHER

Superior mirror polished stainless exhausts with lifetime warranty.

Twin DTM
Twin DTM CAT system £204
Twin DTM LCB system £225
3" side CAT system £165
3" side LCB system £188

Catalytic Converter
Catalytic converter £69

NOW ONLY £69

ORDERING IS EASY!

Friendly Service Helpful Advice Low Global Delivery Costs

Official Stockists 37 PANDY HOPKIRK

mini  **spares**
minispares.com



Mini Spares - The New Original

The one-stop Mini parts shop for EVERYTHING your Mini needs (as our name suggests).

Whatever some boxes may say, genuine original parts are diminishing quickly.

Very few parts on the market today are actually genuine originals now.

BE SURE - DEMAND MINI SPARES QUALITY!

As the largest supplier of Mini parts in the world we find genuine original parts and the best available modern versions of original parts.

Demand Mini Spares Approved Parts

Parts available on line and by mail order - or visit one of our three shops

Minispares - NORTH

Units 2E and 2G Harwood Road
Northminster Business Park
York YO26 6QU

Tel: 01423 881800

Minispares - LONDON

LONDON (M25/A1 Junction) MINISPARES HEAD OFFICE
Cranbourne Industrial Estate, Cranbourne Rd.
Potters Bar, Herts. EN6 3JN

Tel: 01707 607700

Minispares - MIDLAND

West Midlands

991 Wolverhampton Rd. Oldbury.

W. Midlands. B69 4RJ
Tel: 0121 544 0011